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Belgrade, Montana

BELGRADE INTERCHANGE, IR 90-6(48)298  
GALLATIN COUNTY, MONTANA

# ENVIRONMENTAL ASSESSMENT

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BELGRADE INTERCHANGE  
BELGRADE, MONTANA

ENVIRONMENTAL ASSESSMENT

This document is prepared in conformance with MEPA requirements and contains the information required for an environmental assessment under the provisions of ARM 18.2.237(2) and 18.2.239. It is also prepared in conformance with NEPA requirements for an environmental assessment under 23 CFR 771.119 and 40 CFR 1500 to 1508.

Submitted pursuant to 42 U.S.C. 4332(2)(c) by:

U.S. Department of Transportation  
Federal Highway Administration

and

State of Montana  
Division of Highways  
Department of Transportation

Approved for content and public availability:

9-28-93  
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## TABLE OF CONTENTS

1. DESCRIPTION OF THE PROPOSED ACTION .....	1-1
2. PURPOSE AND NEED .....	2-1
2.1. EXISTING CONDITIONS COMPARED WITH DESIGN STANDARDS .....	2-1
2.2. TRAFFIC VOLUMES AND CAPACITY .....	2-3
2.2.1. Volumes .....	2-3
2.2.2. Capacity and Level-of-service .....	2-3
2.3. PEDESTRIANS AND BICYCLISTS .....	2-11
2.4. ACCIDENT HISTORY .....	2-11
2.5. SIGNALIZATION .....	2-13
3. ALTERNATIVES UNDER CONSIDERATION .....	3-1
3.1. ALTERNATIVES EVALUATED IN DETAIL .....	3-1
3.1.1. The No-Build Alternative .....	3-1
3.1.2. Alternative A .....	3-1
3.1.3. Alternative B .....	3-4
3.1.4. Alternative C .....	3-4
3.1.5. Alternative D .....	3-4
3.1.6. Crossroad Alignment Alternatives .....	3-7
3.2. ALTERNATIVES NOT EVALUATED IN DETAIL .....	3-7
3.2.1. Additional Interchange to serve Gallatin County Airport .....	3-7
3.2.2. Extend Amsterdam Road over I-90 to connect to Madison Ave. .	3-8
3.2.3. Two-Lane Crossroad .....	3-8
3.2.4. Alaska Road Paving .....	3-8
3.2.5. Relocate Amsterdam Road .....	3-9
3.3. COMPARISON OF ALTERNATIVES .....	3-9
3.4. THE PREFERRED ALTERNATIVE .....	3-14
4. AFFECTED ENVIRONMENT AND IMPACTS .....	4-1
4.1. SOCIAL AND ECONOMIC .....	4-1
4.2. RELOCATION .....	4-4
4.3. AIR QUALITY .....	4-5
4.4. NOISE .....	4-6
4.5. ENERGY AND COMMITMENT OF RESOURCES .....	4-10
4.6. FLOODPLAIN .....	4-11
4.7. WETLANDS .....	4-11
4.8. RIGHT-OF-WAY AND LAND USE .....	4-11
4.9. CULTURAL RESOURCES .....	4-13
4.10. WATER QUALITY .....	4-13
4.11. THREATENED OR ENDANGERED SPECIES .....	4-16
4.12. PRIME AND UNIQUE AGRICULTURAL LANDS .....	4-16
4.13. CONSTRUCTION .....	4-18

4.14. PEDESTRIANS AND BICYCLISTS .....	4-20
4.15. VISUAL .....	4-20
4.16. HAZARDOUS MATERIALS .....	4-22
5. COMMENTS, COORDINATION AND ISSUES .....	5-1
5.1. COMMENTS AND COORDINATION .....	5-1
5.2. ISSUES .....	5-3
6. LIST OF PREPARERS .....	6-1

## APPENDIX A - AERIAL PHOTOS SHOWING PROPOSED ALTERNATIVES

## APPENDIX B - COMMENTS RECEIVED

### LIST OF FIGURES

<b>Figure 1-1</b>	Vicinity Map .....	1-2
<b>Figure 2-1</b>	Traffic Data .....	2-4
<b>Figure 2-2</b>	Traffic Data .....	2-5
<b>Figure 2-3</b>	Traffic Data .....	2-6
<b>Figure 2-4</b>	Traffic Data .....	2-7
<b>Figure 2-5</b>	Traffic Data .....	2-8
<b>Figure 2-6</b>	Traffic Data .....	2-9
<b>Figure 3-1</b>	Typical Sections .....	3-2
<b>Figure 3-2</b>	Alternatives A and B .....	3-3
<b>Figure 3-3</b>	Alternative C .....	3-5
<b>Figure 3-4</b>	Alternative D .....	3-6
<b>Figure 4-1</b>	Noise Monitoring Sites .....	4-7
	Farmland Conversion Impact Rating .....	4-17

### LIST OF TABLES

<b>Table 2-1</b>	Existing and Projected Level of Service .....	2-10
<b>Table 2-2</b>	Accident Summary .....	2-12
<b>Table 4-1</b>	Population .....	4-1
<b>Table 4-2</b>	Population by Race or National Origin .....	4-3
<b>Table 4-3</b>	Mammoth Ditch Relocation .....	4-4
<b>Table 4-4</b>	Existing and Projected Noise Levels, Leq(h) dBA .....	4-8
<b>Table 4-5</b>	Additional Right-of-Way Required, in Acres .....	4-12
<b>Table 4-6</b>	Construction Costs .....	4-19

## 1. DESCRIPTION OF THE PROPOSED ACTION

This environmental assessment (EA) evaluates proposed revisions to the existing interchange on Interstate Highway 90 (I-90) at Belgrade in Gallatin County, Montana at the location shown on Figure 1-1.

The existing interchange is a diamond type interchange and includes a north-south oriented, 2-lane, two-way crossroad known as Jackrabbit Lane (FAP 85/FAS 291) which passes over Interstate Highway 90 on a bridge structure. The existing crossroad has an average width of 32 feet (two 12 foot driving lanes with 4 foot wide paved shoulders on each side) but narrows to 28 feet throughout the bridge. All four existing entrance and exit ramps are single-lane.

The proposed project will improve the existing interchange to meet current design standards<sup>1</sup> to improve safety; accommodate existing and projected future traffic demand; and to improve convenience and efficiency.

The proposed project may include widening the crossroad and bridge structure to accommodate additional traffic lanes and turning lanes; improving the vertical alignment of the crossroad to improve sight distance; improving the horizontal and vertical alignments of existing ramps and frontage roads (Amsterdam Road and Alaska Road); relocating and improving ramp/crossroad intersections; adding additional ramps to replace or supplement existing ramps; constructing traffic signals at ramp/crossroad and ramp/frontage road intersections; improving pavement markings and signing; adding pedestrians/bicycle walks and paths; and related drainage, fencing and other features. Acquisition of additional right-of-way will be required. Proposed alternatives are described and illustrated in Section 3.

Reconstruction of the crossroad is proposed to begin approximately 3/4 mile south of I-90 and to terminate approximately 1/4 mile north of I-90 or as necessary to construct the proper lane and width transitions from the improved interchange and crossroad to the existing road system. The design speed for the crossroad is proposed to be 50 mph. It is proposed that all intersections be designed for C-70<sup>2</sup> truck turning movements.

Prairie Dog Lane, which runs parallel with and east of the crossroad north of I-90, will be affected by the construction of the wider crossroad and may require relocation or abandonment.

Existing full control of access for the interstate highway, the ramps and portions of the crossroad will be maintained and revised to accommodate the proposed changes. The control of access area will be fenced.

Existing telephone, electrical, gas, water sewer and cable telephone lines will require relocation and adjustment with some of the proposed alternatives.

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<sup>1</sup>American Association of State Highway and Transportation Officials, A Policy on Geometric Design of Highways and Streets, 1990.

<sup>2</sup>A semi-trailer truck with an overall length of approximately 70 feet.



## BELGRADE INTERCHANGE

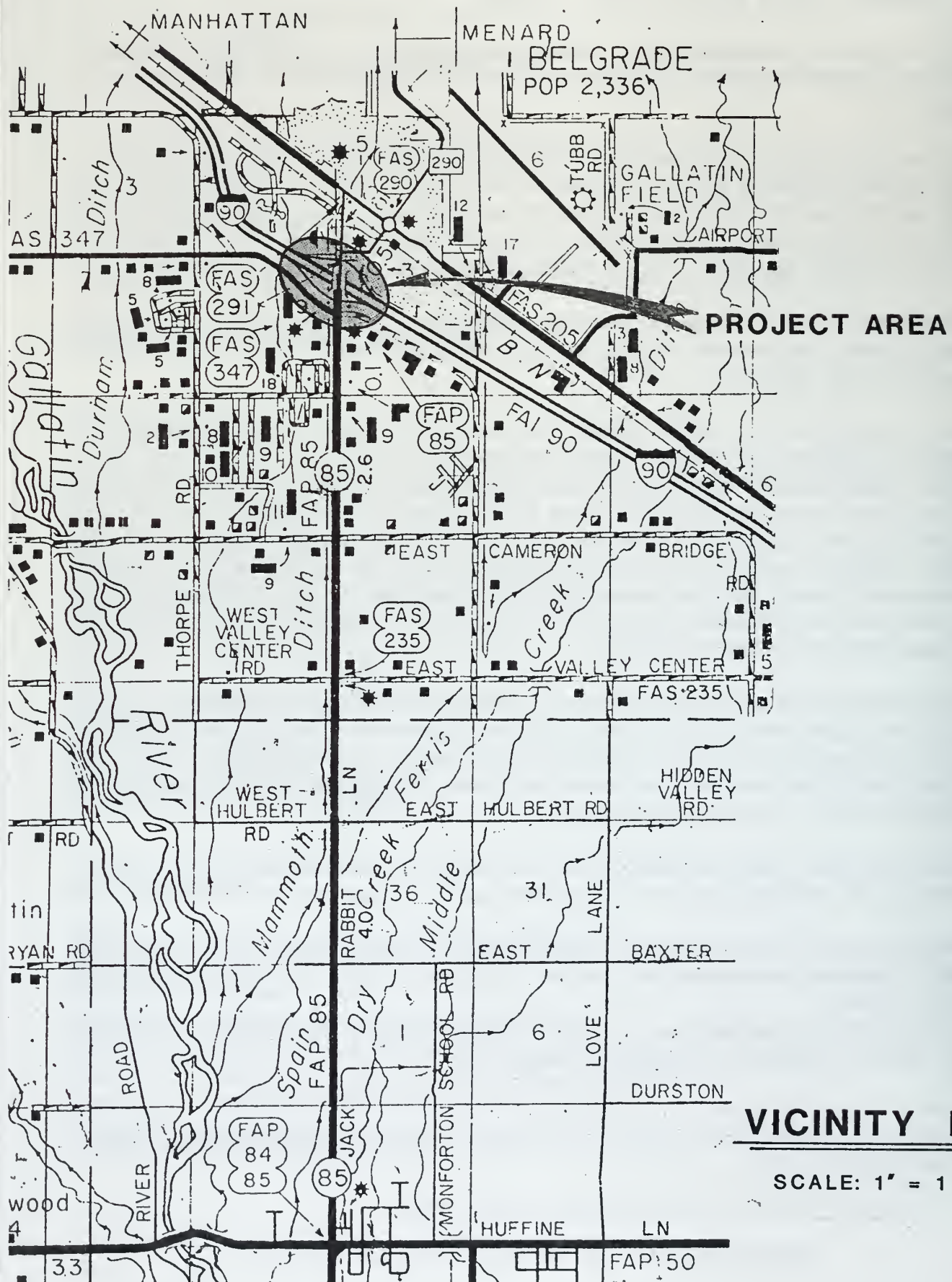


FIGURE 1-1

The City of Belgrade has indicated a future need to extend city services, including water distribution lines and wastewater collection lines, from existing lines to the area south of I-90. This area is considered to have the highest growth potential and these services must be available before the city incorporates any of the area. With any of the proposed alternatives except No-Action, accommodations will be included for placing of these services under I-90.

With any of the proposed alternatives except No-Action, substantial revisions to the existing bridge structure will be required to improve sight distance and to provide additional traffic lanes. Because of these substantial revisions, state and federal regulations require that the entire bridge structure be upgraded and revised to meet current seismic design specifications<sup>3</sup>. It is likely that the most cost effective to accomplish this will be to entirely remove the existing bridge structure and replace it with a new one.

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<sup>3</sup>American Association of State Highway and Transportation Officials, Standard Specifications for Seismic Design of Highway Bridges, 1983 and Interim Specifications.



## 2. PURPOSE AND NEED

The Belgrade Interchange is the main access for the City of Belgrade and the nearby Gallatin County Airport (located approximately 1 mile east of Belgrade) to Interstate Highway 90 (I-90). Other interchanges include the Bozeman, 7th Avenue Interchange which is 9 miles east of Belgrade and the Manhattan Interchange which is 9 miles west of Belgrade. A new interchange at North 19th Avenue in Bozeman is scheduled for completion in 1994 or 1995 and is located approximately 7 miles east of Belgrade.

I-90 is the major east-west highway through the Gallatin Valley and southwestern Montana. Many travellers, particularly from western Montana and the northwestern United States, travel I-90 to Belgrade then exit and travel south to Yellowstone National Park using U.S. Highway 191. A relatively high number of large trucks (trucks over 40 feet in length) use the interchange.

As described in Section 1. DESCRIPTION OF THE PROPOSED PROJECT and as explained in following paragraphs, the proposed interchange improvements will improve safety and will provide a facility that is capable of accommodating existing and projected future traffic volumes. Several alternatives are under consideration as indicated in Section 3. ALTERNATIVES.

The following sections describe the condition of the existing interchange and compare it with current design standards; describe existing and projected future traffic volumes and characteristics; describe conditions for pedestrians and bicyclists; and list the accident history in the project area.

### 2.1. EXISTING CONDITIONS COMPARED WITH DESIGN STANDARDS

The existing crossroad (Jackrabbit Lane) is a 32 foot wide, two-lane, two-way paved roadway -- two 12 foot driving lanes with 4 foot shoulders. On the bridge over I-90, the roadway width is only 28 feet wide (two 12 foot driving lanes with only 2 foot shoulders).

Design standards for a roadway of this type and traffic volumes of this magnitude require at least a 40 foot wide roadway (two 12 foot driving lanes with 8 foot shoulders). These wider shoulders are needed to provide additional width for (1) emergency stopping on the roadway, (2) farm equipment, wide loads or other equipment using the roadway, (3) pedestrians and bicyclists, (4) a recovery zone for errant or out-of-control vehicles and (5) snow removal and storage. The proposed project will provide the desired eight foot shoulders, including on the bridge over I-90.

There are no separate left-turn lanes or other auxiliary lanes on the crossroad. As a result, left turns from the crossroad to the interchange ramps or Amsterdam/Alaska Roads are difficult and, as indicated in Section 2.4 ACCIDENT HISTORY, high numbers of rear-end



and left-turning accidents are occurring. Substantial delays are also occurring as through traffic is backed up behind vehicles waiting to turn left. The proposed project will add left-turn lanes at these intersections and will help reduce accidents and improve driving efficiency.

The following is a summary of intersection sight distances available and intersection sight distances required for vehicles to safely turn left onto the crossroad (Jackrabbit Lane) from Ramps B and C, assuming a speed of 50 mph on the crossroad (See Figure 3-2):

Existing Conditions:	410 feet
Required:	
Passenger Cars and Light Trucks	530 feet
Large Trucks	1030 feet

As indicated above, intersection sight distance for ramps turning left onto the crossroad from Ramps B and C (410 feet) is less than the required distance for passenger cars and light trucks (530 feet) and is substantially less than that required for large trucks (1030 feet). The sight distance is restricted by the location of the ramps in relation to the bridge; the width of the bridge and required existing guardrail; and the vertical alignment of the crossroad. As indicated in Section 2.2.1., there is a relatively high percentage of large trucks (trucks over 40 feet in length) using this interchange. With the proposed project, conditions that restrict or reduce sight distance will be corrected to provide at least the 1030 feet required for large trucks.

Internal corner radii at ramp intersections with the crossroad and at the intersection of the crossroad with Amsterdam/Alaska Road are too sharp which makes it difficult for larger trucks to turn. Truckers and trucking companies have indicated that it is very difficult for larger trucks to make turns without leaving the pavement (and often striking sign posts or utility poles) or without swinging the trucks wide into opposing traffic lanes. Owners of mobile home parks in the area have indicated that it is difficult and unsafe for mobile homes in transit to be pulled around the corners. With the proposed project, all intersections will be designed for C-70<sup>4</sup> truck turning movements if the proposed improvements are constructed. This will make negotiation of the intersection turns efficient and convenient for most trucks and will significantly improve operation for large mobile homes in transit.

The existing intersection of Ramps C and D (See Figure 3-2) with the crossroad is only 115 feet away from the intersection of Amsterdam/Alaska Road with the crossroad. It is difficult for larger trucks to negotiate between these ramps and roads and, because of the proximity of the intersections, turning movement conflicts occur during periods of high use. As indicated in Section 2.2.2., the level-of-service at these intersections is poor and traffic signals

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<sup>4</sup>A semi-trailer truck with an overall length of approximately 70 feet.

will be required in the near future -- signalization will be difficult because the intersections are so close together that traffic stopped at one intersection will often back up and block traffic at the other intersection. This condition will be corrected with the proposed project.

## 2.2. TRAFFIC VOLUMES AND CAPACITY

### 2.2.1. Volumes

Existing traffic volumes (1992) are shown on Figures 2-1 through 2-6 for the interchange and for the intersection of the crossroad (Jackrabbit Lane) with Amsterdam/Alaska Road.

Estimated percent truck traffic is summarized as follows:

Ramp A	15.1%
Ramp B	6.6%
Ramp C	14.3%
Ramp D	6.3%
FAP 85 (Jackrabbit Lane South of I-90)	8.6%
FAS 291 (Jackrabbit Lane North of I-90)	4.9%
FAS 347 (Amsterdam Road)	4.8%

As indicated in 4.1 SOCIAL AND ECONOMIC, the population of Belgrade and the project area has been steadily increasing in recent years and this pattern is expected to continue. As a result, the traffic at the interchange has been increasing and is expected to continue increasing.

Projected traffic volumes in the design year 2015 (approximately 20 years after the proposed improvements will be implemented), are also shown on Figures 2-1 through 2-6. Percent truck traffic is projected to be approximately the same as existing conditions.

### 2.2.2. Capacity and Level-of-service

The concept of level-of-service (LOS) is defined as a qualitative measure describing operational conditions within a traffic stream and their perception by motorists and/or passengers. Six levels of service are defined and given letter designations, from A to F, with LOS A representing the best operating conditions and LOS F the worst<sup>5</sup>. Level-of-service E is the level at which the capacity of the facility is reached -- as traffic demand increases further, level-of-service F occurs, capacity is exceeded, traffic flow breaks down and the volume of traffic that can use the facility actually decreases.

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<sup>5</sup>Transportation Research Board, National Research Council, Highway Capacity Manual, Special Report 209, 1985.

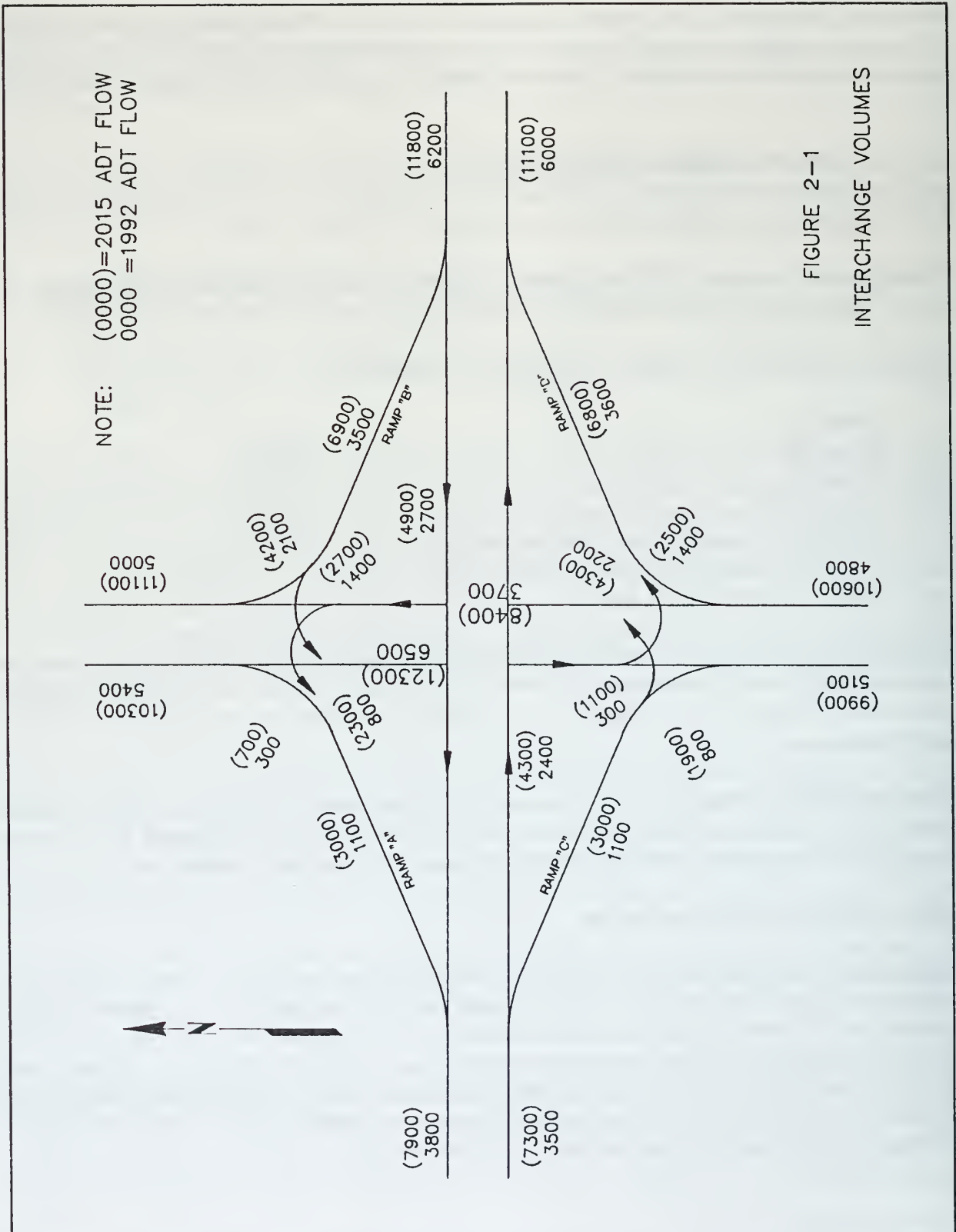


Figure 2-1 Traffic Data

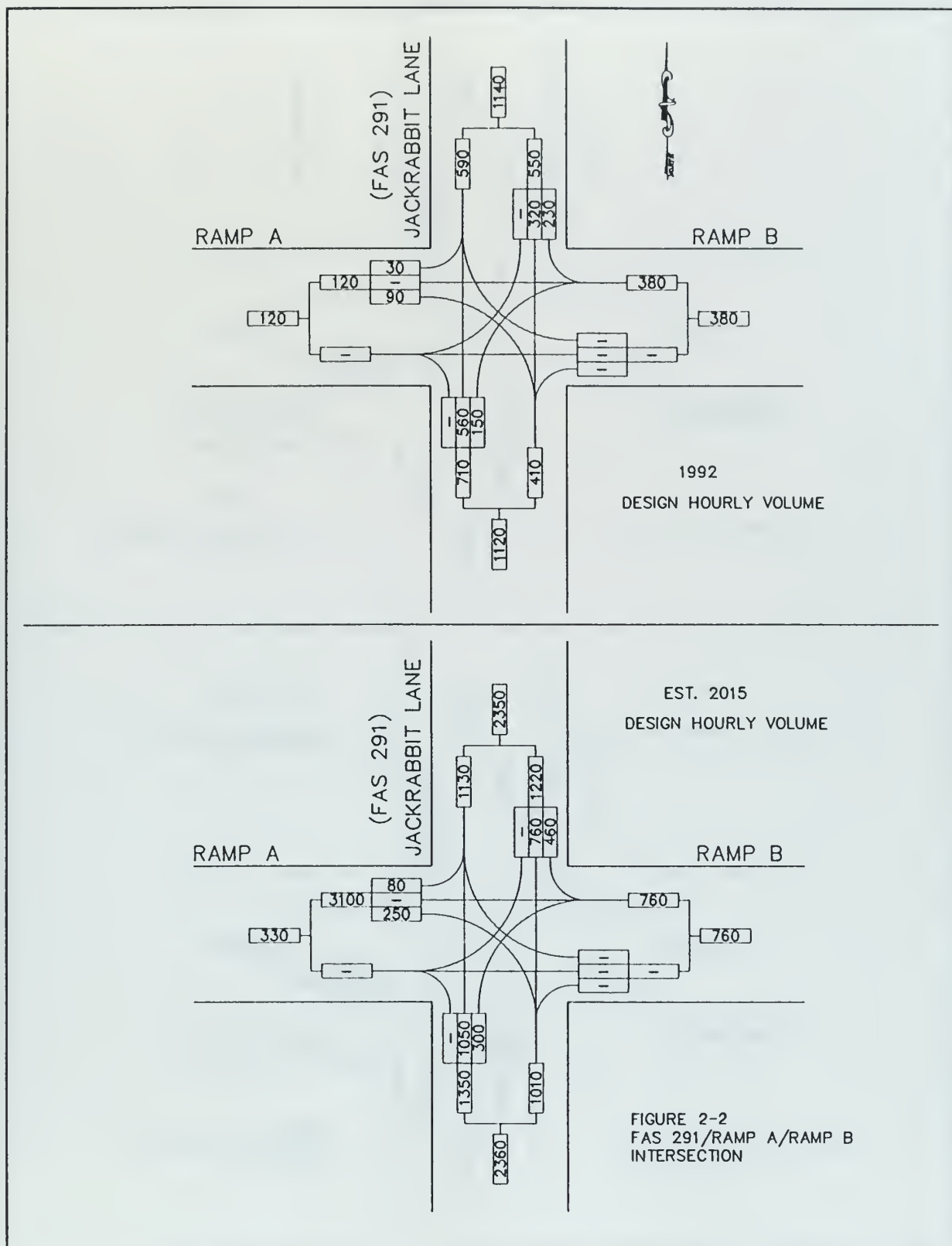


Figure 2-2 Traffic Data



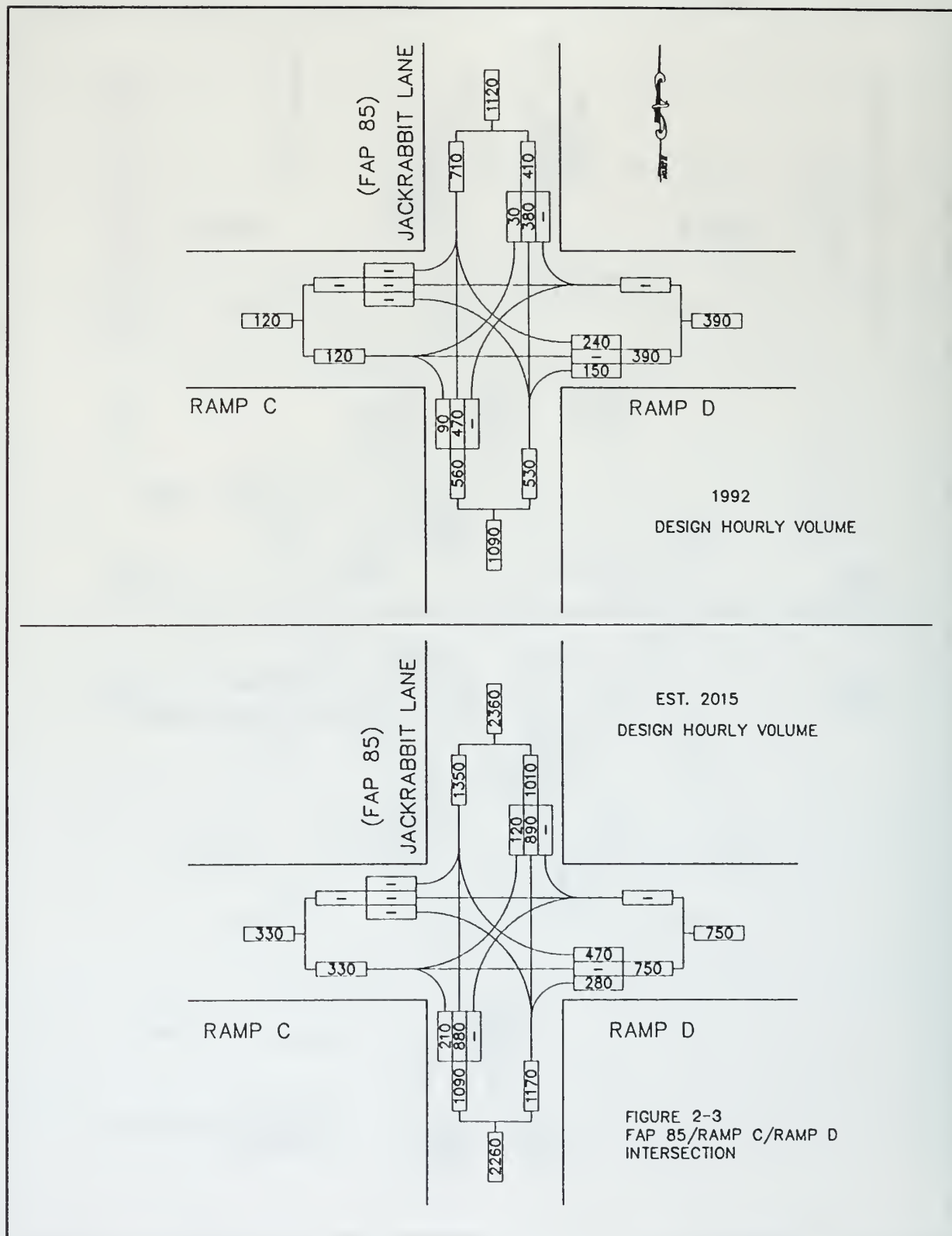
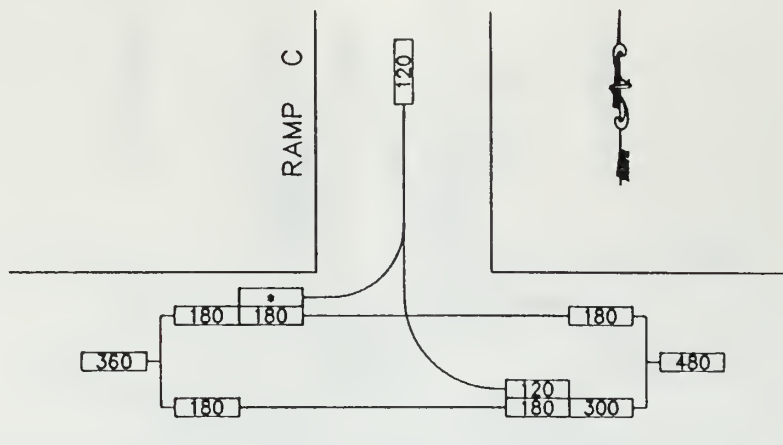


Figure 2-3 Traffic Data

Figure 2-4 Traffic Data



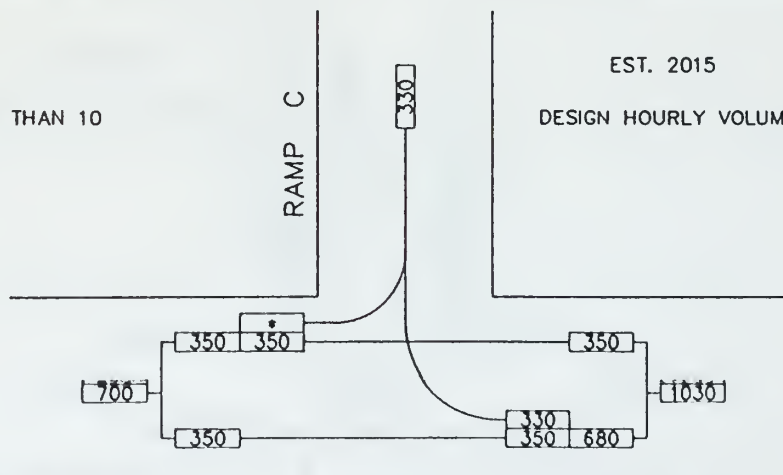
(FAS 347)  
AMSTERDAM ROAD

1992

\* DENOTES LESS THAN 10

DESIGN HOURLY VOLUME

\* DENOTES LESS THAN 10



EST. 2015

DESIGN HOURLY VOLUME

(FAS 347)  
AMSTERDAM ROAD

FIGURE 2-5  
AMSTERDAM/ RAMP C  
INTERSECTION  
ALTERNATIVE D

Figure 2-5 Traffic Data



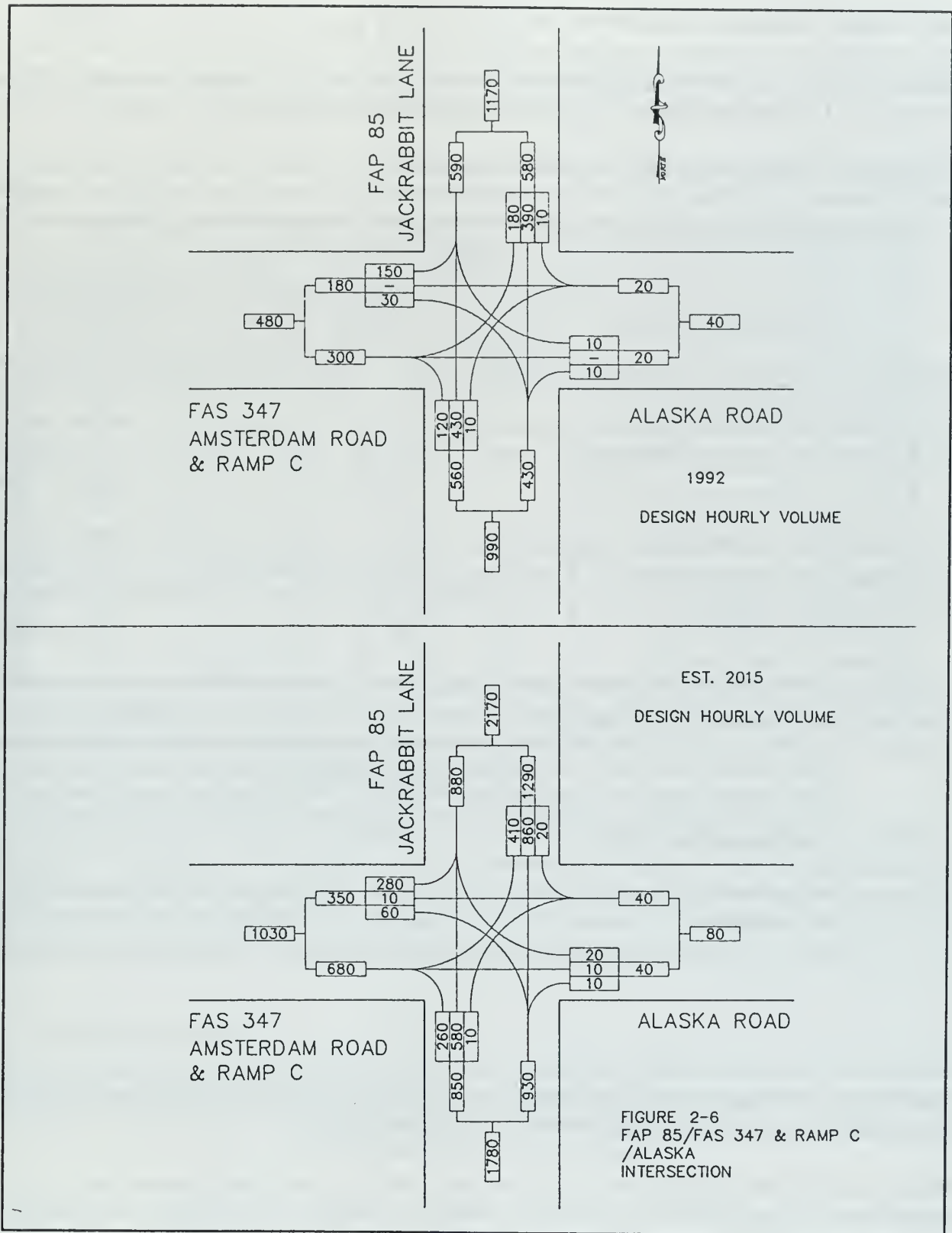


Figure 2-6 Traffic Data

For a facility such as the Belgrade Interchange, LOS C is generally considered acceptable.

Table 2-1 shows estimated existing and future levels of service for the various alternatives (Refer to Section 3.1.) using existing traffic volumes and design year 2015 traffic volumes.

**Table 2-1, Existing and Projected Level of Service**

Alternatives and Signalization	Intersection of Jackrabbit Lane with:			Ramp C, Amsterdam Road Intersection
	Amsterdam and Alaska Road	Ramps A and B	Ramps C and D	
Existing conditions, 1992	D	F	E	N/A
Existing conditions, w/signals, 1992	B	D	B	N/A
Existing conditions, w/signals, 2015	C	D	C	N/A
Alternative A, w/signals, 2015	B	B	B	N/A
Alternative B, w/signals, 2015	B	B	B	N/A
Alternative C, w/signals, 2015	B	B	B	N/A
Alternative D, w/signals, 2015	B	B	N/A	B

Note: For intersections with no signals, the above levels of service represent the leg of each intersection with the worst level-of-service. Since the crossroad is the through street at all intersections, this worst level-of-service occurs where traffic is crossing or turning left onto the crossroad from one of the interstate ramps or from Amsterdam/Alaska Road. With Alternative D, since Amsterdam Road is the through street, the worst level-of-service occurs where traffic is turning left from Ramp C onto Amsterdam Road.

For intersections with signals, the above levels of service represent the overall level-of-service for the intersection.

Though not reflected on Table 2-1, level-of-service for traffic travelling from Belgrade and entering I-90 via Ramp D1 on Alternative C or D to travel east will be significantly improved because left turns, across opposing traffic lanes, will be eliminated.

The loop ramp (Ramp B) proposed for Alternative C will not significantly improve the level-of-service because an at-grade "T" intersection will still be required with left-turns required from the ramp to travel north toward Belgrade on the crossroad.

As indicated in the table, portions of the interchange are currently operating at or near level-of-service F which indicates that the interchange, in some locations, is operating over capacity. As a result, vehicles are experiencing significant delays and interruptions. As expected traffic volume increases occur, the operation of the interchange will further deteriorate.

The proposed project will include the addition of traffic lanes and signals, additional ramps and improvement to horizontal and vertical alignments -- it is estimated the operation of the interchange will thereby be improved to at least level-of-service C through the design year 2015.

### 2.3. PEDESTRIANS AND BICYCLISTS

Pedestrian and bicyclist travel volumes on the existing crossroad, between the City of Belgrade and developing areas south of I-90, are substantial and are expected to increase in the future. During the scoping meetings (See Section 5.), several individuals indicated that many more pedestrians and bicyclists may cross I-90 along the crossroad if safe and adequate pedestrian/bicycle facilities were available.

The existing interchange includes no facilities for pedestrians and bicyclists. The 4 foot wide shoulders on the crossroad and the 2 foot wide shoulders on the bridge are considered inadequate for safe and comfortable pedestrian and bicyclist travel. There is no separate walkway on the bridge.

Pedestrians and bicyclists are required to use the existing shoulders exposing them to highway traffic. In addition, because of the narrow width of the shoulders, motor vehicle traffic slows considerably and tends to move away from the bicyclists which adversely affects traffic flow and causes potential conflicts with opposing traffic lanes.

The proposed project, with any of the proposed alternatives except No-Action, will include 8 foot wide paved shoulders on both sides of the crossroad (including on the bridge) which are considered adequate for most bicycle travel. The proposed project will also include sidewalks on the east side of the crossroad from Alaska Road north across I-90 to Madison Avenue. A 5 foot wide raised sidewalk will be constructed on the east side of the bridge over I-90.

### 2.4. ACCIDENT HISTORY

Table 2-2. is a summary of accidents which have occurred in the interchange area during the 5 year period from 1988 to 1992 based on reported accidents. There were no reported accidents during this period on Ramp A, Amsterdam Road or Alaska Road.

During the five year period from 01 January 1988 to 31 December 1992, the accident rate at this interchange was 4.568 accidents per million vehicle miles.



**Table 2-2, Accident Summary**

ITEM	RAMP B	RAMP C	RAMP D	CROSS- ROAD	TOTAL
Number of accidents	14	3	1	12	30
Accidents per year	2.8	0.6	0.2	2.4	6.0
Accidents on other than dry conditions	0	1	0	3	9
Accidents at other than daylight	7	0	0	5	12
Accidents involving fatalities	0	0	0	0	0
Accidents involving property damage only	11	0	1	8	23
Accidents involving Trucks	0	1	0	1	0
Rear-end accidents	3	0	1	1	5
Left-turn accidents	5	1	0	11	17
Other accidents	6	2	0	1	9

As indicated above, a significant portion of recorded accidents were rear-end or left-turn type accidents. The proposed project will help reduce the potential for these types of accidents because of the additional lanes and, in particular, the proposed protected left-turn lanes. The left-turn lanes will allow left-turning vehicles to decelerate, pause and wait for traffic to clear in an area outside the through traffic stream. This should reduce the potential for rear-end accidents. Since left-turning vehicles will be in a protected area, drivers will feel less pressured or rushed to complete the left turn.

During the public scoping process, participants have indicated the proximity of the crossroad intersection of Ramps C and D and the crossroad intersection of Amsterdam Road/Alaska Road are too close and create confusion and an accident hazard. The proposed project will separate these intersections.

## 2.5. SIGNALIZATION

None of the existing intersections with the crossroad are signalized in the interchange area.

Based on signal warrants outlined in the Manual on Uniform Traffic Control Devices, existing traffic volumes and characteristics indicate that a traffic signal is currently warranted at the intersection of Ramps A and B with the crossroad and will soon be warranted at the intersection of the crossroad with Ramps C and D and with Amsterdam/Alaska Roads.

The proposed project will include the implementation of traffic signals or provisions for future signalization at ramps and important intersections.



### 3. ALTERNATIVES UNDER CONSIDERATION

This section:

- Describes alternatives studied and evaluated in detail in this environmental assessment.
- Describes alternatives that are under consideration, but are not evaluated in detail in this document.
- Identifies and discusses the preferred alternative.

#### 3.1. ALTERNATIVES EVALUATED IN DETAIL

Alternatives studied and analyzed in detail in this document were selected based on engineering and environmental studies completed to-date and on information received during the scoping process. Alternatives evaluated in detail are described in the following sections and are shown on aerial photographs in Appendix A.

##### 3.1.1. The No-Build Alternative

This alternative is included, as required by Paragraph 1502.14(d) of the CEQ Regulations,<sup>6</sup> and will consist of leaving the existing roadway as-is with no changes or improvements.

##### 3.1.2. Alternative A

Proposed typical cross-sections for the ramps, crossroad, bridge structure, and other roads are shown on Figure 3-1.

Alternative A will maintain the existing diamond-type interchange configuration and will include revisions to the horizontal and vertical alignments of all four exit/entrance ramps, as shown on Figure 3-2 and in Appendix A, to improve sight distance and to improve intersection operation. On Ramps B and C, which approach the crossroad, separate left and right turning lanes will be provided. Ramp D will be a two-lane entrance ramp.

Amsterdam/Alaska Roads will also be relocated to provide adequate separation from Ramps C & D and left-turn lanes will be added on Amsterdam Road.

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<sup>6</sup>Council on Environmental Quality, Executive Office of the President, Regulations for Implementing the Procedural Provisions of the National Environmental Policy Act, Reprint 40 CFR Parts 1500-1508 (as of July 01, 1986).



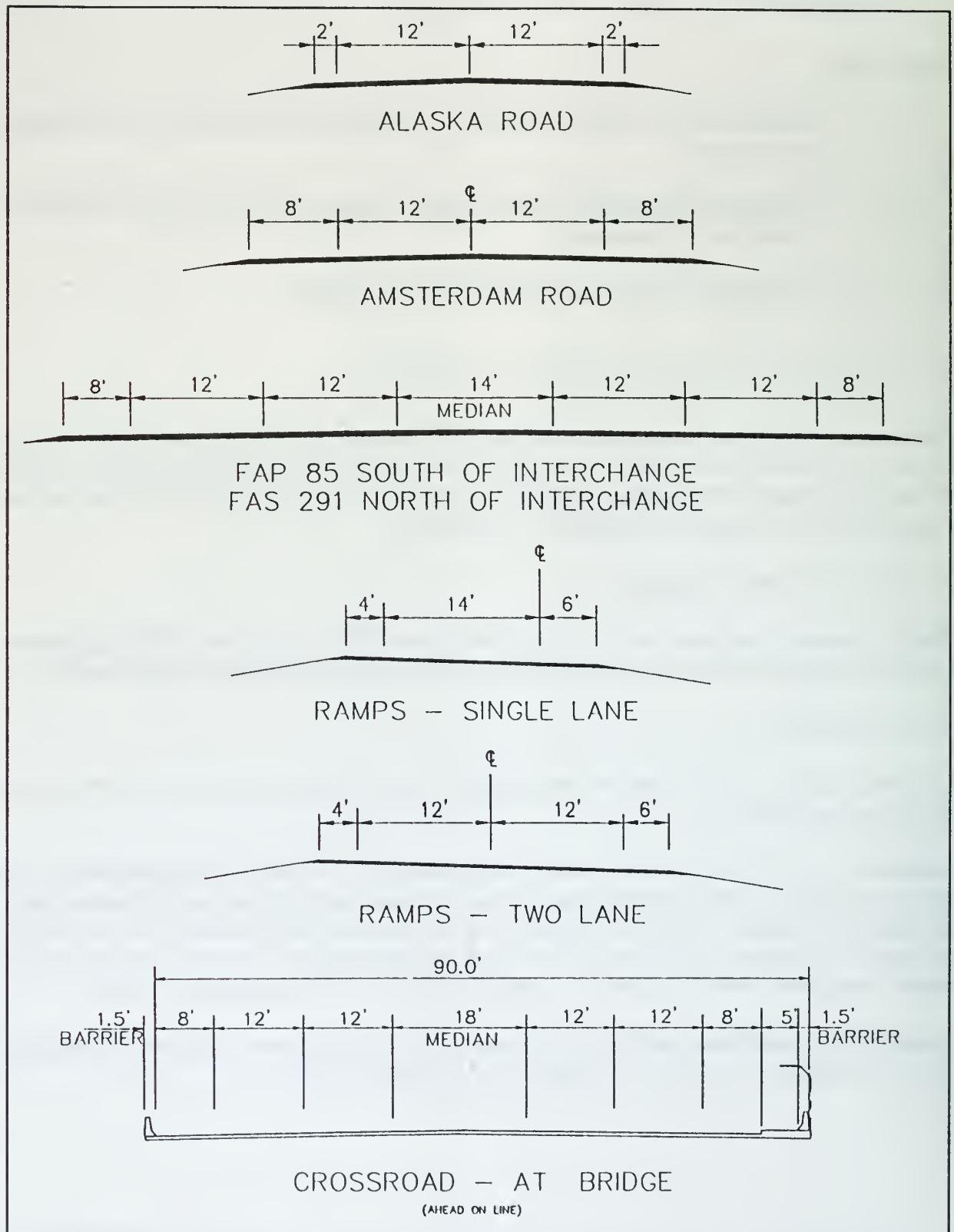
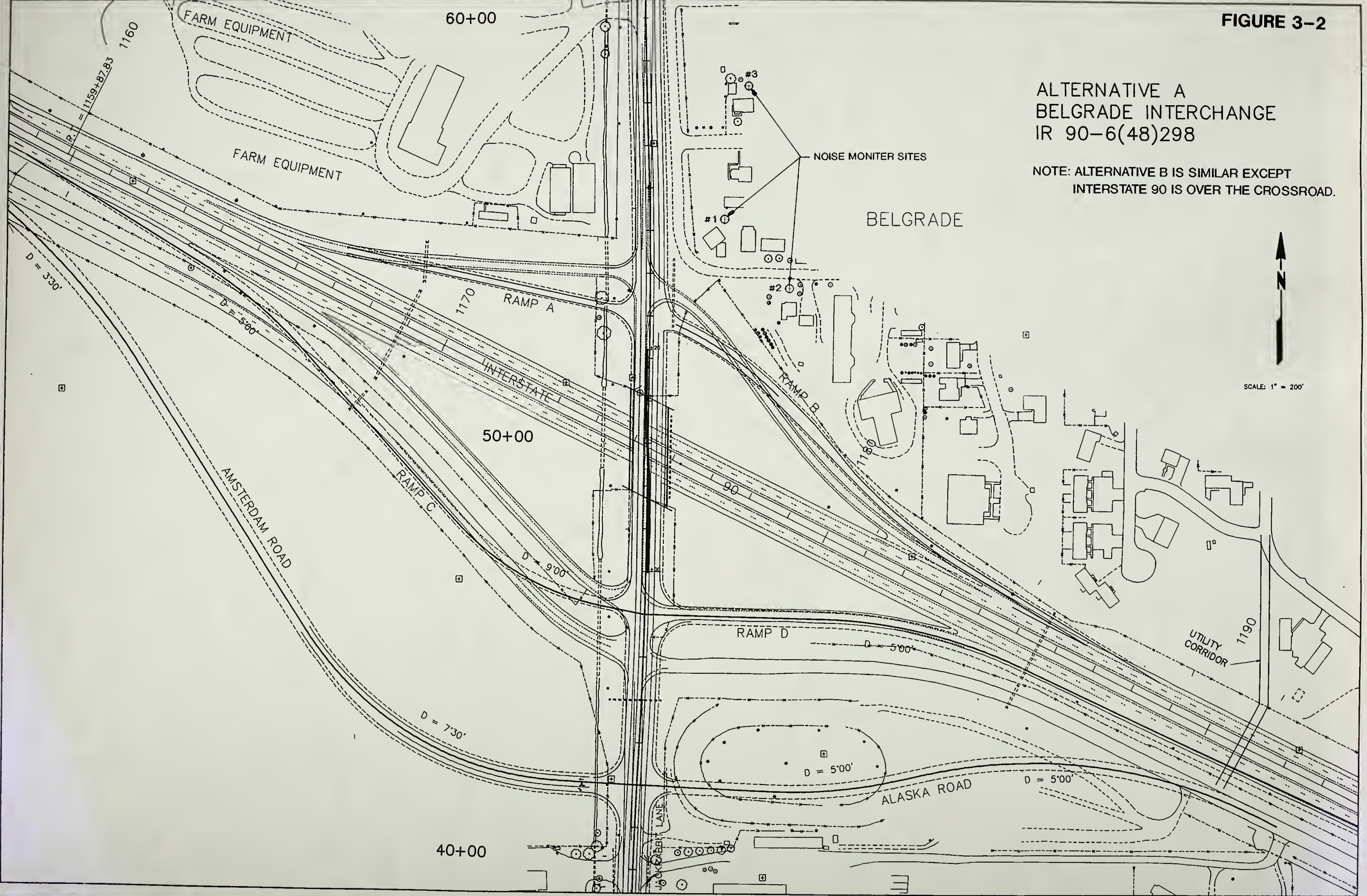


Figure 3-1 Typical Sections

FIGURE 3-2

ALTERNATIVE A  
BELGRADE INTERCHANGE  
IR 90-6(48)298

NOTE: ALTERNATIVE B IS SIMILAR EXCEPT  
INTERSTATE 90 IS OVER THE CROSSROAD.







The crossroad will continue to go over I-90 and the crossroad and bridge will be reconstructed and widened to accommodate: 1) the desired shoulder width of 8 feet, 2) left-turn lanes, 3) four lanes of through traffic, two lanes in each direction and 4) improved vertical alignment and sight distance.

A separate walkway will be provided on the east side of the bridge and sidewalk will be provided on the east side of the crossroad.

### 3.1.3. Alternative B

With Alternative B (Refer to Figure 3-2 and Appendix A), horizontal alignments, pavement widths, walkways and lane configurations will be similar to Alternative A.

With Alternative B, I-90 will be raised and the crossroad will be lowered to go under it. The existing bridge structure will be removed and a new bridge structure will be constructed to carry I-90 over the crossroad.

### 3.1.4. Alternative C

With Alternative C (Refer to Figure 3-3 and Appendix A) Ramp B will be revised to go under the crossroad bridge then loop back to connect to the west side of the crossroad. This may help accommodate the heavy traffic movement which includes westbound traffic leaving I-90 at the interchange. A "T" intersection will be constructed where Ramp B intersects the crossroad.

An additional single lane ramp (Ramp D1) will be added to carry traffic travelling south on the crossroad around a loop under the crossroad bridge then east to enter I-90. Ramp D2 will be a single lane ramp and will serve northbound crossroad traffic entering I-90, eastbound.

Ramps A and C will be relocated around the above loops.

Amsterdam/Alaska Road will also be relocated to the south to provide adequate separation from the interchange ramps.

Crossroad horizontal and vertical alignments, widths, lane configurations and walkways will be similar to Alternative A.

### 3.1.5. Alternative D

Alternative D, illustrated on Figure 3-4 and in Appendix A, will be similar to Alternative A (Ramps A and B with no loops) on the north side of I-90 and will be similar to Alternative C (Loop Ramp D1) on the south side of I-90. In addition, Ramp C will be relocated to the west to intersect with Amsterdam Road instead of with the crossroad. Amsterdam Road will be constructed with two-lanes in the eastbound direction from Ramp C to the crossroad.





FIGURE 3-3

ALTERNATIVE C  
PARTIAL CLOVERLEAF  
  
BELGRADE INTERCHANGE  
IR 90-6(48)298

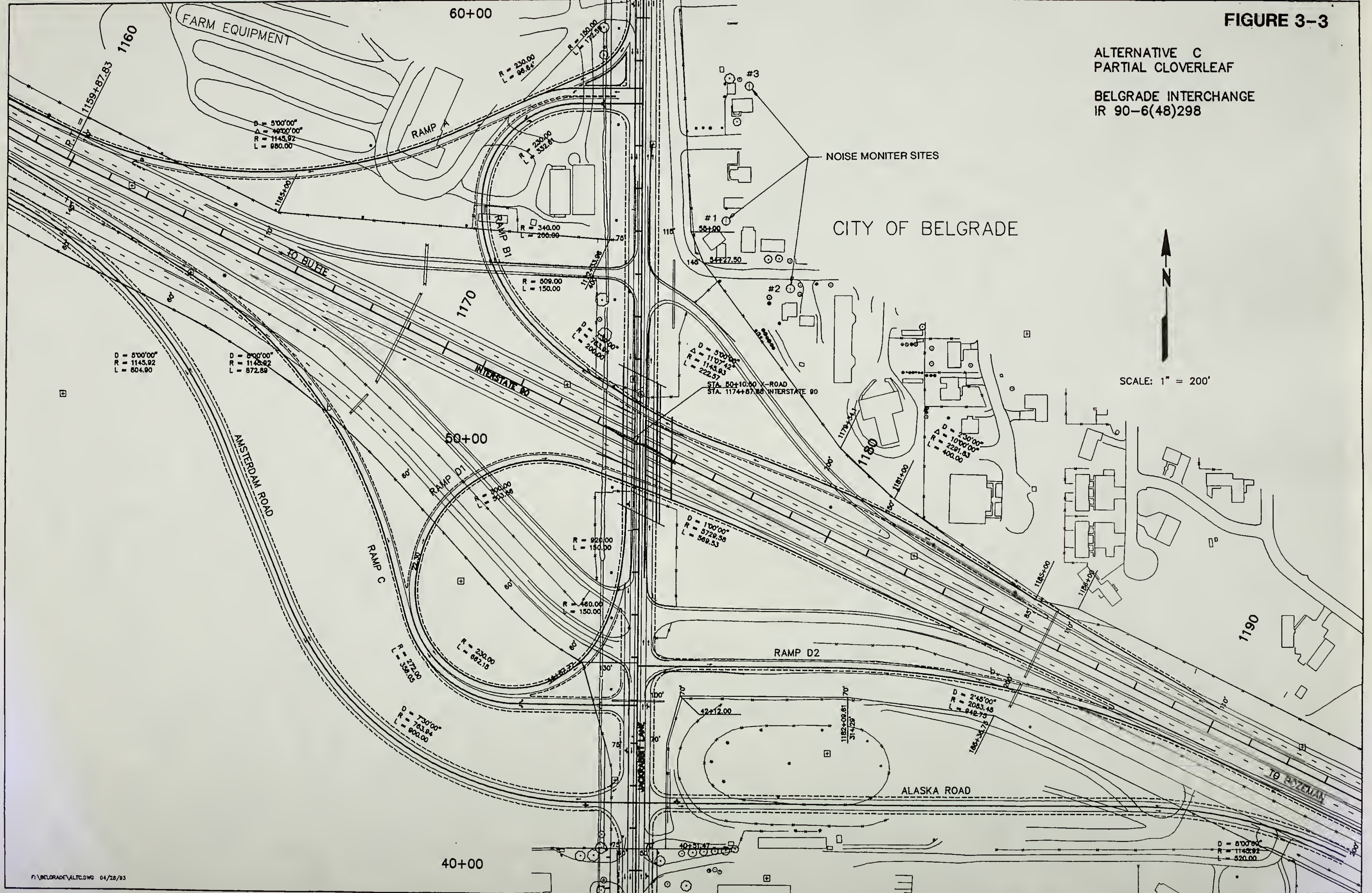


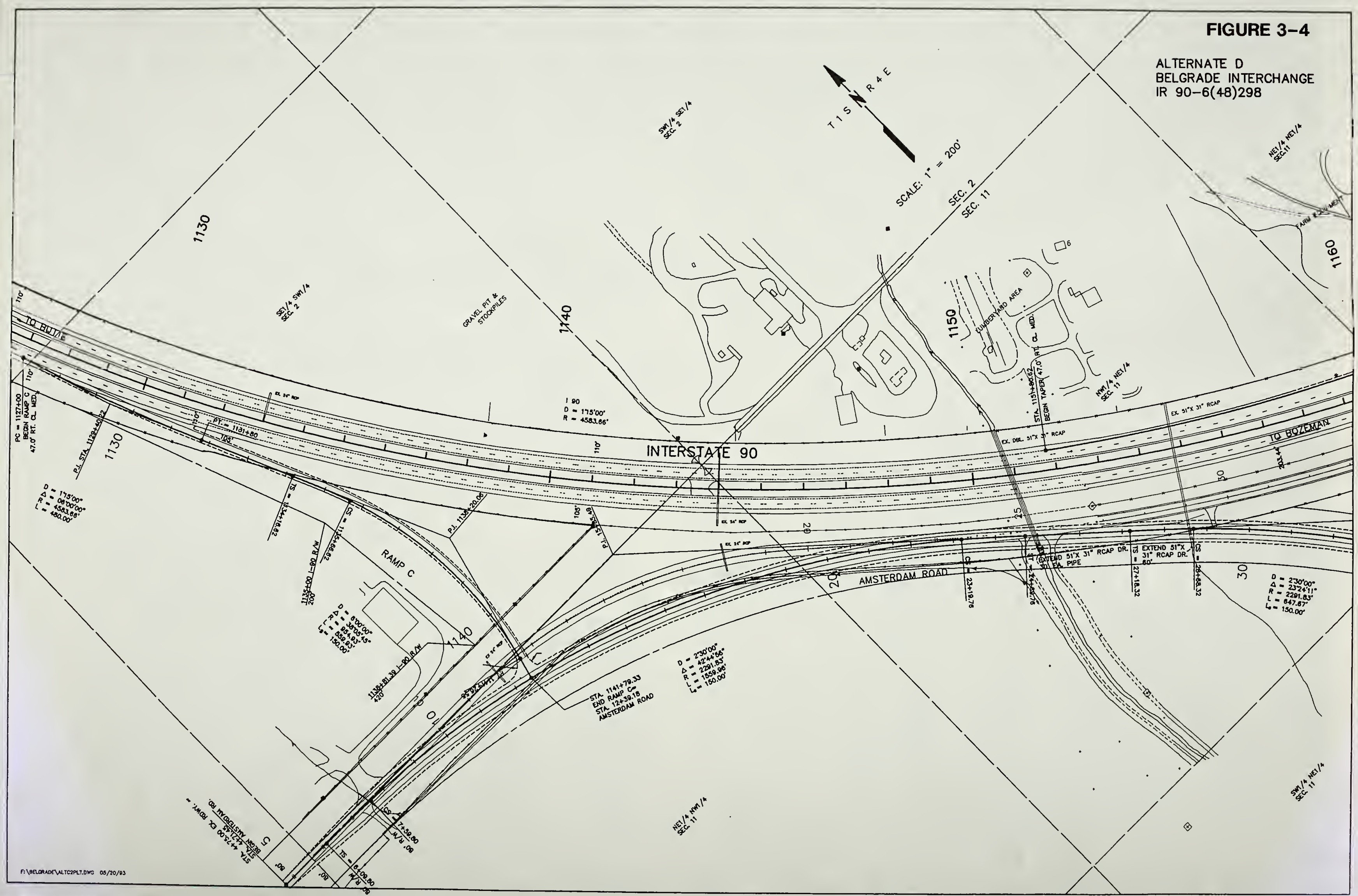






FIGURE 3-4

ALTERNATE D  
BELGRADE INTERCHANGE  
IR 90-6(48)298

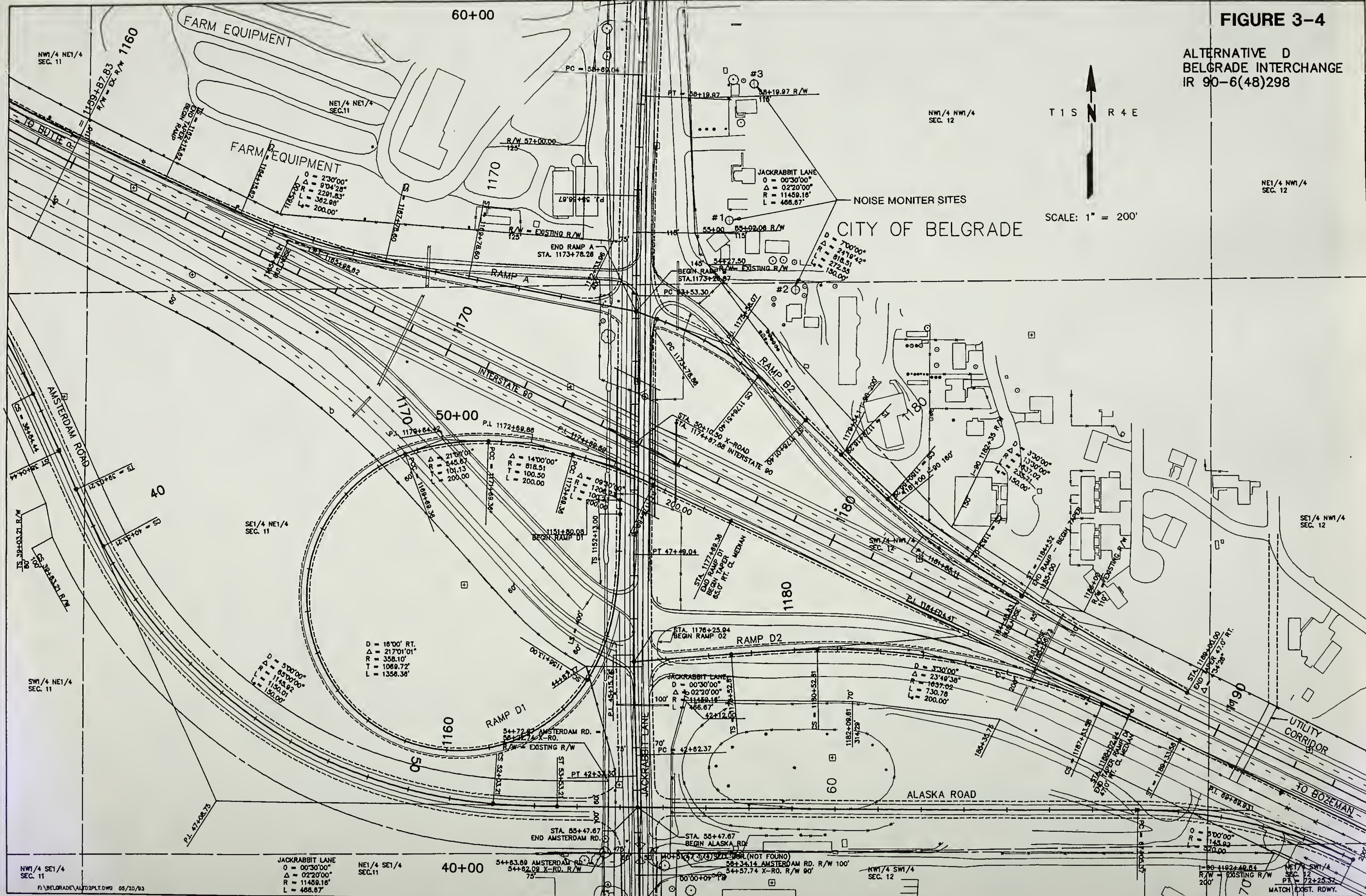






**FIGURE 3-4**

ALTERNATIVE D  
BELGRADE INTERCHANGE  
IR 90-6(48)298







Crossroad horizontal and vertical alignments, widths, lane configurations and walkways will be similar to Alternative A.

### 3.1.6. Crossroad Alignment Alternatives

With Alternative A, C or D, in order to maintain vehicle traffic during construction, one-half of the new bridge will be constructed adjacent to the existing bridge while maintaining traffic on the existing bridge. When the first one-half of the new bridge is complete, traffic will be placed on it while the existing bridge is removed and while constructing the second one-half of the new bridge. This will require shifting the centerline of the new crossroad either 21 feet east or 21 feet west of the existing crossroad. This shift will begin approximately 1200 feet south of I-90 and will end about 1300 feet north of I-90. The new crossroad centerline will be approximately the same as the existing crossroad centerline in all other areas.

## 3.2. ALTERNATIVES NOT EVALUATED IN DETAIL

The following alternatives have been investigated and have been presented and discussed at public meetings. They are not evaluated in further detail in this document for the reasons listed.

### 3.2.1. Additional Interchange to serve Gallatin County Airport

This alternative would be to construct another interchange approximately 1.25 miles easterly of the Belgrade interchange. It would include overpasses over I-90, Montana Rail Link railroad, and old U.S. 10. New ramps and roadways would directly connect the airport service area with I-90. It would take some traffic from the Belgrade interchange and from old U.S. 10 between Bozeman and the airport. This alternative is not evaluated in detail in this document because it:

- Is considered beyond the scope of this project and does not solve any of the problems at the current interchange except removal of some of the traffic.
- Would not be adequately separated from the existing Belgrade Interchange to perform properly.
- Preliminary estimates placed the construction costs at between 8 and 10 million dollars and no funding sources have been identified.
- Did not receive support at public meetings or from the Belgrade City officials.



### 3.2.2. Extend Amsterdam Road over I-90 to connect to Madison Ave.

This alternative would include extending Amsterdam Road east over I-90 to connect with Madison Avenue (FAS 290). This area is shown on the aerial photo for Alternatives C or D in Appendix A. This alternative was suggested at public meetings because it would remove some of the Amsterdam Road traffic from the interchange area and thereby reduce congestion in the interchange area. This alternative is not evaluated in detail in this document because it:

- Would be out-of-direction for the Amsterdam traffic, requiring greater lengths of travel for all destinations.
- Would require a new bridge which would significantly increase construction costs -- preliminary construction costs are estimated to be approximately \$2 million.
- Would generate more traffic on Jackrabbit Lane (crossroad) between the interchange and Madison Avenue.
- Would require traffic signals at the intersection of Madison and Jackrabbit Lane.
- Did not receive support at public meetings or from Belgrade City officials.

### 3.2.3. Two-Lane Crossroad

This alternative would include constructing a two-lane crossroad instead of the four-lane crossroad proposed for Alternative A, B, C or D. This two-lane crossroad will not adequately accommodate existing and projected future traffic volumes and will not allow desirable operation at intersections. It is not evaluated in further detail in this document.

### 3.2.4. Alaska Road Paving

Alaska Road, east of the crossroad, is a gravel surfaced roadway with no asphalt paving. It has been indicated at public meetings that it will be desirable to provide asphalt surfacing on this roadway to make it safer, particularly for motorcycles, and to help reduce dust (PM-10) pollution.

With any of the proposed alternatives, except No-Action, it will be necessary to reconstruct and relocate a portion of this road and, in these areas, the roadway will be constructed to current design standards and will receive an asphalt surface. Where no adjustments to Alaska Road are required, no asphalt surfacing or other improvements are planned.

### 3.2.5. Relocate Amsterdam Road

The possibility and desirability of rerouting Amsterdam Road/Crossroad intersection up to approximately 3/4 mile south of its existing location has been investigated. This relocation would help separate the Amsterdam Road traffic from traffic at the interchange ramps. This alternative has not been evaluated in detail in this document because it:

- Did not receive support at public meetings or from Belgrade City officials.
- Would substantially change traffic patterns. Traffic would be moved away from some existing businesses and would be placed in residential areas that currently are not affected by highway traffic and related noise, air quality, safety and other impacts.
- Would increase the distance required to travel from areas west of Belgrade to the interchange by approximately 1.4 miles.
- Would require substantially more right-of-way than other alternatives.
- May impact substantially more prime or unique farmland than other alternatives.
- May require the relocation of several homes and businesses.
- Because of existing developments and topographic features, it would be difficult to provide a roadway with horizontal curves meeting desirable design standards.
- Would require the construction of approximately 1.2 miles of additional roadway, as compared with other alternatives.

### 3.3. COMPARISON OF ALTERNATIVES

Table 3-1 compares the beneficial and adverse impacts of each of the proposed alternatives.

Table 3-1, Alternative Comparison

SUBJECT	NO-ACTION	ALTERNATIVE A	ALTERNATIVE B	ALTERNATIVE C	ALTERNATIVE D
2.1. Design Standards	Current design standards for roadway width, left-turn lanes, sight distance, turning radii and intersection separation will not be met.	All current design standards will be met.	Same as A.	Same as A.	Same as A.
2.2. Capacity and Level of Service (LOS)	LOS F in the design year, 2015 without signals. LOS C and D in 2015 with signals.	LOS B through the design year 2015 with signals.	Similar to A.	LOS B through the design year 2015. Slightly better than Alternatives A or B because of loop ramps.	LOS B through the design year 2015. Slightly better than A or B because of loop ramp and ramp C intersection with Amsterdam Road.
2.3. Pedestrians/Bicyclists	Existing conditions with no provisions for pedestrians/bicyclists will remain.	Five foot wide pedestrian walkway on the bridge and 8 foot wide paved shoulders on the crossroad.	Same as A.	Same as A.	Same as A.
2.4. Accidents	No improvements to reduce accident rates will occur.	Addition of additional lanes, particularly left-turn lanes and greater separation of intersections may help reduce rear-end and left-turn accidents.	Same as A.	Same as A. Loop ramps will further reduce left turns required and may thereby further reduce accidents.	Same as C. New Ramp C intersection with Amsterdam Road may provide further accident reductions.
4.1. Social/Economic	Beneficial impacts of accommodating expected future traffic demand will not be realized. No construction related impacts on highway-oriented businesses.	Improved operation of interchange may encourage future commercial development. Minor impacts on highway oriented businesses during construction.	Improved operation of interchange may encourage future commercial development. Severe impacts on highway oriented businesses during construction.	Same as A.	Same as A. Increased traffic on Amsterdam Road from Ramp C to crossroad may encourage adjacent commercial development.



Table 3-1, Alternative Comparison

SUBJECT	NO-ACTION	ALTERNATIVE A	ALTERNATIVE B	ALTERNATIVE C	ALTERNATIVE D
4.2. Relocation	No relocations of residences, business or other features.	Relocation of up to 1900 feet of Mammoth Ditch, race track, storage buildings and possibly duplex residential unit.	Relocation of up to 1300 feet of Mammoth Ditch. Other relocations same as A.	Relocation of up to 2300 feet of Mammoth Ditch. Other relocations same as A, plus relocation of main sales office of implement dealer.	Relocation of up to 1900 feet of Mammoth Ditch. Other relocations same as A.
4.3. Air Quality	No short-term construction related impacts. No long-term reductions in CO.	Short-term construction related CO and PM-10 increases. Long-term beneficial impacts on CO concentrations. Reduction in PM-10 if Alaska Road is paved.	Same as A.	Same as A.	Same as A.
4.4. Noise	Noise levels currently exceed NAC threshold levels at 5 monitoring sites and will increase in the future.	Same as No-Action.	Same as No-Action.	Same as No-Action.	Same as No-Action.
4.5. Energy/Commitment of Resources	No beneficial impact on long-term energy consumption. No commitment of resources.	Long-term increase in energy efficiency. Commitment of resources required.	Same as A.	Same as A.	Same as A.
4.6. Floodplain	There are no floodplains in the project area.	Same as No-Action.	Same as No-Action.	Same as No-Action.	Same as No-Action.
4.7. Wetlands	There are no wetlands in the project area.	Same as No-Action.	Same as No-Action.	Same as No-Action.	Same as No-Action.
4.8. Right-of-Way/Land Use	No land converted to highway right-of-way. No changes in land use.	17.6 acres converted to right-of-way. Increased desirability for commercial development near the interchange.	18.6 acres converted to right-of-way. Increased desirability for commercial development near the interchange.	30.8 acres converted to right-of-way. Increased desirability for commercial development near the interchange.	29.9 acres converted to right-of-way. Increased desirability for commercial development near the interchange and along 0.8 miles of Amsterdam Road.



Table 3-1, Alternative Comparison

SUBJECT	NO-ACTION	ALTERNATIVE A	ALTERNATIVE B	ALTERNATIVE C	ALTERNATIVE D
4.9. Cultural Resources	No impact on cultural resources.	Relocation of a portion of the Mammoth Ditch. No other impacts.	Same as A.	Same as A.	Same as A.
4.10. Water Quality	No impact on water quality.	With proper erosion control measures, no impact on water quality.	Same as A.	Same as A.	Same as A.
4.11. Threatened/Endangered Species	No impact on threatened or endangered species.	Same as No-Action.	Same as No-Action.	Same as No-Action.	Same as No-Action.
4.12. Prime/Unique Agricultural Lands	No impacts on agricultural lands.	8.8 acres of FPPA farmland converted to right-of-way. Potential for spreading of noxious weeds.	8.8 acres of FPPA farmland converted to right-of-way. Potential for spreading of noxious weeds.	15.2 acres of FPPA farmland converted to right-of-way. Potential for spreading of noxious weeds.	20.9 acres of FPPA farmland converted to right-of-way. Potential for spreading of noxious weeds.
4.13. Construction	No construction related impacts or costs.	\$5.3 million construction cost. Air quality, noise, traffic, other short-term impacts.	\$8.4 million construction cost. Air quality, noise, other short-term impacts. Severe traffic impacts during construction.	\$6.6 million construction cost. Other impacts similar to A.	\$6.3 million construction cost. Other impacts similar to A.
4.14. Visual	No changes to the visual environment.	Only minor changes. Some beneficial impacts due to improved slope construction and landscaping.	Raising I-90 through Belgrade area will create a visual barrier. Some beneficial impacts due to improved slope construction and landscaping.	Loop ramps will create a greater impact on visual environment but will still be compatible with character of the area. Other impacts same as A.	Loop ramp will create a greater impact on visual environment but will still be compatible with character of the area. Other impacts same as A.
4.15. Hazardous Materials	No impact on hazardous materials.	Improved safety may decrease potential for hazardous material spills from transports.	Same as A.	Same as A.	Same as A.

### 3.4. THE PREFERRED ALTERNATIVE

Alternative D has been selected as the preferred alternative for the following reasons:

- All existing geometric design deficiencies will be corrected and current design standards will be met.
- Alternative D will operate at level-of-service B through the design year 2015.
- Because of the loop ramp, ramp D1, Alternative D will have a higher level-of-service than Alternative A or B for the heavy traffic movement which includes traffic entering I-90, from the City of Belgrade and travelling east toward Bozeman.
- Relocating Ramp C to intersect with Amsterdam Road east of the crossroad will improve traffic operation by separating the location of intersections.
- Alternative D will provide a wider (8-foot) shoulder for pedestrians and bicyclists and, on the bridge, a 5-foot wide walkway.
- Because all design standards will be met and auxiliary left-turn lanes will be added, accident rates should be reduced.
- Alternative D will not require the relocation of the main sales/maintenance facility of the farm implement dealership located in the northwest quadrant of the interchange (See Section 4.2.).
- Alternative D may provide a long-term improvement in air quality because motor vehicle operating efficiency will be improved.
- Only minor interruptions and inconvenience to motorists travelling I-90, using the interchange and travelling along the crossroad will occur during construction.

The preferred alternative for the required shift in the alignment of the crossroad (See Section 3.1.6.) is to the west. This will require fewer relocations (See Section 4.2.), will move highway traffic further away from residential areas and will reduce noise levels (See Section 4.4.).





## 4. AFFECTED ENVIRONMENT AND IMPACTS

### 4.1. SOCIAL AND ECONOMIC

#### Existing Conditions

Table 4-1 provides a summary of population growth in Gallatin County, the Belgrade Census Subdivision and the City of Belgrade. Between 1960 and 1990, the population of Gallatin County increased by 94%, while the populations of the Belgrade area and the City of Belgrade increased by 270 and 220%, respectively.

**Table 4-1, Population**

Area	Population			
	1960	1970	1980	1990
Gallatin County	26,045	32,505	44,035	50,463
Belgrade Census Subdivision	2,446	2,951	5,884	9,060
City of Belgrade	1,057	1,307	2,341	3,411
SOURCE: U.S. Department of Commerce, Bureau of the Census. <u>Census of Population and Housing</u> . 1960-1990.				

Building permits have been issued for 127 housing units in Belgrade since January 1991. Since 1990, total housing units in Belgrade will have increased from 1,290 to 1,420, approximately 10%. Based on an average household size of 2.7 persons for Belgrade in the 1990 U.S. Census, the new housing will have increased Belgrade's population by 350 (11%) over the past two years.<sup>7,8</sup>

Belgrade schools have 1,750 enrolled students. In 1992 a new middle school for grades seven and eight was constructed, and an addition to the high school doubled the size of the existing facility. Airline boardings at Gallatin Field have increased from 128,675 in 1990 to

<sup>7</sup>Planning information obtained from Joe Menicucci, Belgrade City Manager. 1993.

<sup>8</sup>U.S. Department of Commerce, Bureau of the Census. Census of Population and Housing. 1990.



153,812 in 1992 (19.5%), and there is a planned \$12 million expansion of the airport over the next eight years.<sup>9</sup>

Planned residential and commercial developments in the project area indicate growth will continue to occur<sup>10</sup>:

#### Residential

- Valley Grove subdivision, with 110 lots on Valley Center Road, has received preliminary approval from the Gallatin County Board of Commissioners.
- Forty-two lot Summit subdivision, with 42 lots on Thorpe Road, has received approval of its pre-application.
- McClelland, Rabel, and Griswold minor subdivisions, each having five lots, have received final approval.
- Other planned minor subdivisions include Outlaw (four lots), Bennet (five lots on Amsterdam Road) and Mayfair II (10 lots).

#### Commercial

- There is a large truck stop south of the interchange on FAP 85 (Jackrabbit Lane).
- A shopping mall was recently constructed on the east side of FAS 291 (Jackrabbit Lane) north of Interstate 90.
- Other planned commercial developments include a proposed business park north of Belgrade, a new trucking firm on a 20-acre lot in Belgrade Industrial Park, and two manufacturing plants to be located in Bruce Industrial Park

Table 4-2 is a summary of the population in the City of Belgrade, the Belgrade Area, and Gallatin County by race, based on the 1980 and 1990 U.S. Census Data.

There are no known communities or concentrations of minorities in the project area.

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<sup>9</sup>Planning information obtained from Joe Menicucci, Belgrade City Manager. 1993.

<sup>10</sup>Planning information obtained from Joe Menicucci, Belgrade City Manager. 1993.

**Table 4-2, Population by Race or National Origin**

Race	Belgrade		Belgrade Area		Gallatin County	
	1980	1990	1980	1990	1980	1990
White	2,316	3,369	5,826	8,958	42,865	49,180
Black	3	3	3	60	36	80
American Indian	14	28	36	75	458	608
Asian and Pacific Islander	1	5	4	10	192	449
Other	2	6	15	11	156	146
Hispanic Origin	5	57	25	104	328	593
TOTAL	2,341	3,411	5,884	9,060	44,035	50,463

### Potential Impacts

Population and economic growth that has been occurring is expected to continue to occur with or without the construction of the proposed project.

All of the proposed alternatives, except No-Action, will provide a facility that will adequately accommodate existing and projected traffic demand through the design year 2015.

Improvements to the interchange may encourage commercial development near the interchange but will not otherwise cause changes in existing development patterns.

As indicated in 4.13 CONSTRUCTION, highway-oriented businesses will be negatively impacted during construction due to closure of the interchange and replacement with a temporary at-grade intersection and detour roads, if Alternative B is constructed, because of the extensive revisions required to I-90, the bridge and the crossroad.

The No-Action Alternative will provide no improvement in traffic flow and will not support expected population and economic growth. With the No-Action Alternative, no construction related impacts on highway-oriented businesses will occur.

## Mitigation Measures

Impacts to highway-oriented businesses during construction will be mitigated by the development and implementation of a traffic maintenance plan.

### 4.2. RELOCATION

#### Existing Conditions

The Mammoth Ditch is adjacent to and parallel with the west side of the existing crossroad and crosses under I-90 in a pipe culvert.

Tri-County Stock Car Racing Association occupies a race track and grandstands on approximately 8 acres located adjacent to the southeast quadrant of the existing interchange.

There are a main sales office/maintenance shop and two storage buildings related to a farm implement dealership located in the northwest quadrant of the existing interchange.

There is a duplex residential unit at the corner of Rosebud and Prairie Dog Lane in the Northeast quadrant of the existing interchange.

#### Potential Impacts

The Mammoth Ditch will require some relocation with any of the proposed alternatives, except No-Action, as summarized in Table 4-3.

**Table 4-3, Mammoth Ditch Relocation**

	No-Action	A	B	C	D
Total Length Affected (Feet)	n/a	1900	1300	2300	1900
Length in a Pipe Culvert (Feet)	615	780	1020	1080	730
Length in an Open Ditch* (Feet)	1285	1120	280	1220	1170

\* If the crossroad is reconstructed to the east instead of the west, these lengths will be reduced by up to 400 feet.



The race track and the farm implement dealership storage building located closest to the crossroad will require relocation with any of the proposed alternatives except No-Action. Owners of the race track and others have indicated that it may be difficult to find a suitable location and relocate the race track because of noise and other environmental problems that may be created and the potential difficulty meeting local, state and federal regulations.

The farm implement dealership storage building farther from the crossroad may require relocation if the crossroad is shifted to the west with Alternative A, B or D but will not require relocation if the crossroad is shifted to the east.

If Alternative C is constructed, the two storage buildings and the main sales office/maintenance of the farm implement dealership will require relocation.

If the crossroad is reconstructed and moved to the east, the residential duplex unit will require relocation.

The No-Action Alternative will require no relocations of residences or businesses.

#### Mitigation Measures

The Montana Department of Transportation has a relocation assistance program whereby supplemental housing payments, moving costs, advisory assistance and other services are offered to individuals displaced by a highway construction project. The payments for relocation are offered in addition to the amount of just compensation for the right-of-way requirements.

It is the policy of the Montana Department of Transportation that no person shall be displaced by the construction of any federally aided highway project unless and until adequate replacement housing has been provided. All replacement housing offered will be fair housing, open to all persons regardless of race, color, religion, sex or national origin.

### 4.3. AIR QUALITY

#### Existing Conditions

This proposed project is located in an "unclassifiable"/attainment area of Montana for air quality under 40 CFR 81.327. As this type of project has no adverse impact on regional emissions according to the June 7, 1991 U.S. Department of Transportation (USDOT) and Environmental Protection Agency's (EPA) Interim Guidance for the Clean Air Act Amendments -- Section 6.2. and the Appendix -- a carbon monoxide (CO) analysis will not be necessary. Therefore, this proposed project complies with the 1990 Clean Air Act Amendments (23 U.S.C. 176 (c)) during "Phase I" of the "Interim Period".



## Potential Impacts

The short-term impacts during construction of the interchange improvements will be an increase in carbon monoxide (CO) and suspended particulate matter with an aerodynamic diameter of 10 microns or less (PM-10) in the immediate area of the interchange due to construction equipment.

Any of the proposed alternatives except No-Action will result in an improved highway facility that will smooth out the traffic flow and reduce stopping and idling time and, as a result, will also reduce the amount of air pollution emissions from transportation sources. From this standpoint the proposed project should have a beneficial impact on air quality.

The long-term impact of modifying the interchange will be a decrease in CO and other motor vehicle emissions and concentrations. The more desirable access routes and intersections provided at the interchange will improve traffic movement and efficiency and thereby reduce the total concentrations of pollutants along the highway network.

The No-Action Alternative will create no short-term construction related adverse air quality impacts and will not provide beneficial, long-term reductions in CO or other motor vehicle emissions and concentrations.

## Mitigation Measures

Asphalt plants and gravel crushers must obtain air quality permits from the Air Quality Bureau of the Montana Department of Health and Environmental Sciences to operate in the State.

Requirements of the Montana Department of Transportation, Standard Specifications<sup>11</sup>, will be followed to help mitigate dust and other air pollution during construction.

### 4.4. NOISE

#### Existing Conditions

A noise analysis has been conducted for the proposed project. Eight test sites were selected for monitoring at the locations shown on Figure 4-1 and listed on Table 4-4. Sites 1, 2 and 3 are located in the residential areas northeast of the interchange. Sites 4 through 8 are located along the crossroad (Jackrabbit Lane) south of the interchange and are spread throughout a mixture of commercial and residential structures. Table 4-4 lists the site locations and 1991 existing noise levels. These monitoring sites were selected because of their proximity to residential areas which are more susceptible to noise impacts -- other areas may experience similar noise levels but they are commercial or agricultural areas and are not considered as sensitive to noise.

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<sup>11</sup>Montana Department of Highways, Standard Specifications for Road and Bridge Construction, 1987 Edition.



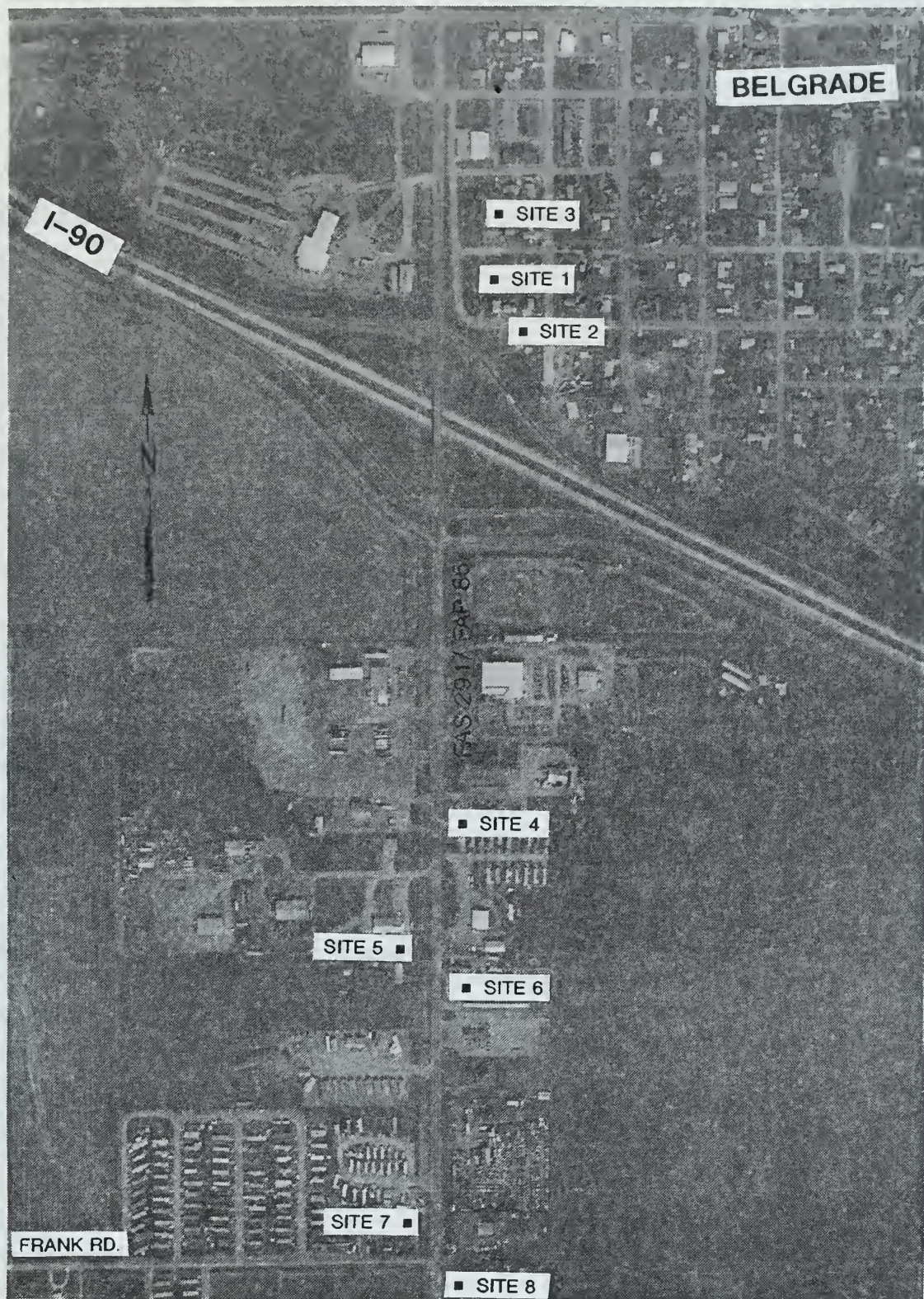


Figure 4-1 Noise Monitoring Sites



**Table 4-4, Existing and Projected Noise Levels, Leq(h) dBA**

SITE	Station	Distance to Centerline (feet)	1991 EXISTING	NO-ACTION 2015	ALTERNATES, 2015			
					A	B	C	D
1	*	*	59	60	60	65	60	60
2	*	*	55	58	58	64	58	58
3	*	*	59	58	58	59	58	58
4	32+00 Rt	90	69	73	73	73	73	73
5	26+50 Lt	145	67	71	71	71	71	71
6	25+25 Rt	90	69	73	73	73	73	73
7	16+00 Lt	108	68	72	72	72	72	72
8	11+50 Rt	73	70	73	73	73	73	73

\* See Figures 3-2 through 3-4

### Potential Impacts

Projected noise levels at each of the monitoring sites for the design year, 2015, are listed on Table 4-4.

As defined by 23 CFR, Part 772, noise impacts occur when:

1. The Noise Abatement Criteria (NAC) threshold level is approached (within one A-weighted decibels [dBA]) or exceeded. The exterior noise abatement threshold for NAC Category B is hourly equivalent sound level (Leq(h)) = 67 dBA. Category B includes picnic areas, residences, schools, churches and public meeting facilities and generally applies to this proposed project.

As indicated on Table 4-4, noise levels currently are below the NAC threshold level at sites 1 through 3 and are projected to remain below through the design year, 2015.

Also as indicated on Table 4-4, noise levels currently equal or exceed the NAC threshold level at sites 4 through 8 and it is projected they will exceed the NAC threshold level with any of the proposed alternatives, including No-Action in the design year.

2. The noise levels resulting from a proposed project substantially exceeds (by 10 dBA or greater) the existing noise levels.

As indicated on Table 4-4, none of the noise levels resulting from any of the proposed alternatives at any of the sites will substantially exceed (by 10 dBA or greater) the existing noise levels.

### Mitigation Measures

Since noise levels will exceed the NAC threshold level at sites 4 through 8 with all of the proposed alternatives, including No-Action, the following mitigation measures have been considered:

1. *Traffic management measures (e.g., traffic control devices and signing for prohibition of certain vehicle types, time-use restrictions for certain vehicle types, modified speed limits and exclusive lane designations).*

These types of noise abatement measures are not considered reasonable and feasible because 1) they will not provide a significant improvement and 2) they are not appropriate for this highway and its historic and projected uses.

2. *Construction of noise barriers within or outside the highway right-of-way.*

All of the existing noise receptors would benefit from the construction of a noise barrier if it was practical to build one. However, barrier construction is not practical in this area and would not be effective due to the necessity for many access openings along Jackrabbit Lane.

3. *Noise insulation of public use or nonprofit institutional structures.*

There are no existing noise receptors that will benefit from this type of abatement measure. This type of measure might be considered should development of any such buildings be planned.

In an effort to prevent future traffic noise impacts on currently undeveloped lands, information contained in this document is being furnished to local governments and planning officials in the project area. These officials may consider land use plans, restrictions or regulations that discourage or prevent further development of incompatible activities. They may also require new structures and other facilities to be located and constructed to avoid future noise impacts. Consideration may also be given to encourage or require future developments, where noise impacts are expected, to provide noise barriers or other abatement measures.



## 4.5. ENERGY AND COMMITMENT OF RESOURCES

### Existing Conditions

The horizontal and vertical alignments and the poor level-of-service of the existing interchange contribute to reductions in the driving comfort and efficiency of the existing facility. These features require more frequent accelerations and decelerations, increased idling time and reduced energy efficiency.

### Potential Impacts

Construction of any of the proposed alternatives will improve traffic operations and efficiency by providing better alignments, wider roadway and more roadway capacity. This improvement in efficiency and traffic operations will result in fuel savings and a decrease in vehicle wear. The long-term effect of the project should therefore be a decrease in energy use.

Implementation of the proposed action involves a commitment of a range of natural, physical, human and fiscal resources. Land used in the construction of the proposed facility is considered an irreversible commitment during the time period that the land is used for a highway facility. However, if a greater need arises for use of the land or if the highway facility is no longer needed, the land can be converted to another use. At present, there is no reason to believe such a conversion will ever be necessary or desirable.

Considerable amounts of fossil fuels, labor and highway construction materials such as cement, aggregate and bituminous material will be expended. Additionally, large amounts of labor and natural resources will be used in the fabrication and preparation of construction materials. These materials are generally not retrievable. However, they are not in short supply and their use will not have an adverse effect upon continued availability of these resources.

The commitment of these resources is based on the concept that residents in the immediate area, State and region will benefit by the improved quality of the transportation system. These benefits will consist of improved accessibility and safety, savings in time and greater availability of quality services which are anticipated to outweigh the commitment of these resources.

The No-Action Alternative will not improve highway operation and efficiency and will therefore provide no long-term decrease in energy use. The No-Action Alternative will require no commitment of resources.

#### 4.6. FLOODPLAIN

##### Existing Conditions

Flood boundary and flood plain maps<sup>12</sup> have been reviewed. The proposed project does not cross any streams or other water bodies and is not located within a defined floodplain or floodway.

#### 4.7. WETLANDS

##### Existing Conditions

There are no wetlands that will be affected by the project.

#### 4.8. RIGHT-OF-WAY AND LAND USE

##### Existing Conditions

Land use adjacent to the proposed project includes residential, commercial and agricultural land.

The northwest quadrant of the existing interchange includes commercial uses.

The northeast quadrant of the existing interchange includes residential housing.

The southeast quadrant of the existing interchange includes a stock car race track and other commercial uses.

The southwest quadrant of the existing interchange includes agricultural and commercial uses.

As indicated in Section 4.1., a significant amount of residential and commercial growth is occurring on lands adjacent to the existing interchange and in the project area.

##### Potential Impacts

Table 4-5 includes an estimate of additional right-of-way required to construct each of the proposed alternatives.

Improvement of the interchange will improve traffic flow in the project area and will improve the desirability of the immediate vicinity of the interchange for commercial development which may continue to replace agricultural and residential uses near the interchange.

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<sup>12</sup>Federal Emergency Management Agency, Flood Boundary and Floodway Map, Gallatin County, MT.

**Table 4-5, Additional Right-of-Way Required, in Acres**

ALT	LAND USE TYPE	INTERCHANGE QUADRANT				CROSS-ROAD, NORTH	CROSS-ROAD, SOUTH	TOTAL
		NORTH EAST	NORTH WEST	SOUTH WEST	SOUTH EAST			
A	Residential	1.0				0.3	0.5	1.80
	Commercial		0.3		3.8	1.0	1.9	7.00
	Agricultural			8.8				8.80
	Total	1.0	0.3	8.8	3.8	1.3	2.4	18.60
B	Residential	1.8				0.1	0.5	2.40
	Commercial		1.5		3.8	0.3	1.9	7.50
	Agricultural			8.8				8.80
	Total	1.8	1.5	8.8	3.8	0.3	2.4	18.60
C	Residential	0.7				0.6	0.5	1.30
	Commercial		6.7		5.2	0.5	1.9	14.30
	Agricultural			15.2				15.20
	Total	0.7	6.7	15.2	5.2	0.6	2.4	30.80
D	Residential	1.0				0.3	0.5	8.80
	Commercial		0.3		4.0	1.0	1.9	7.20
	Agricultural			23.80				23.80
	Total	1.0	0.3	23.8	4.0	1.3	2.4	32.80

Alternative D, which will include the construction of an intersection of Ramp C with Amsterdam Road approximately 0.8 miles northwest of the crossroad, will introduce I-90 and U.S. 191 traffic to Amsterdam Road which currently carries mostly local traffic. This may further encourage commercial development along this 0.8 mile section of Amsterdam Road.

As indicated in 4.2 RELOCATION, the construction of either Alternative A, B, C or D will require the relocation of an existing automobile race track.

### Mitigation Measures

Implementation of access control will be important to ensure that approaches to any of the proposed alternatives are controlled and prevented in areas where they are unsafe or will degrade the level of operation of I-90, the crossroad or other roads and streets.

Land use planning and implementation and enforcement of zoning regulations and ordinances by local governments who have jurisdiction will help control the location and rate of development.



#### 4.9. CULTURAL RESOURCES

A cultural resource survey has been completed for this project<sup>13</sup>. The survey indicated that the Mammoth Ditch, which runs through the project area, is of historic age. In accordance with the applicable programmatic agreement<sup>14</sup>, the following procedures will be complied with:

- A simplified inventory form will be used to describe the feature.
- The ditch will not be evaluated against the criteria of the National Register of Historic Places.
- Determination of effect, alternative project designs to avoid impact or mitigation design (other than continued ditch operation) will not be done by MDT or FHWA.

On 21 November 1989, the Montana State Historic Preservation Office concurred that no properties that are on or eligible for the National Register of Historic Places appear likely to exist within the impact area of the proposed project.

The survey indicated that the potential for undiscovered prehistoric remains is low due to a long history of land use that has been overlaid by recent commercial and residential development. If previously unrecorded cultural resources should be encountered during project construction, work should be halted and notification made to the Montana State Historic Preservation Office.

#### 4.10. WATER QUALITY

##### Existing Conditions

Surface water consists mainly of irrigation ditches with occasional surface water during periods of runoff. All surface water in the project area drains generally northward to the East Gallatin River which is located approximately 4 miles from the proposed project. Ground water underlies the area at shallow to moderate depths.

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<sup>13</sup>Historical Research Associates, Inc., Cultural Resource Survey of the Interstate 90, Belgrade Interchange, 20 October 1989.

<sup>14</sup>Programmatic Agreement Among the Federal Highway Administration, the Advisory Council on Historic Preservation, and the Montana State Historic Preservation Officer Regarding the Treatment of Historic Irrigation Ditches Affected by Highway Construction in Montana, 1991.



## Potential Impacts

Some short term construction related water quality impacts may occur. These impacts will be minimal.

Alternatives A, B, C or D will result in an increase in the total surface of asphalt pavement which will result in an overall decrease in the permeability of the surface and an increase in the quantity and rate of stormwater runoff from the highway.

## Mitigation Measures

The Montana Pollutant Discharge Elimination System (MPDES) regulations (ARM 16.20.1314) require a storm water discharge permit for any construction activity in which clearing, grading and excavating will result in the disturbance of greater than five acres total or the disturbance of greater than one acre if located within 100 feet of a surface water body (stream, river or lake). The permit will, therefore, apply to all of the proposed alternatives except No-Action. As part of the permit application process, a Storm Water Erosion Control Plan must be completed and submitted for approval to the Water Quality Bureau of the Montana Department of Health and Environmental Sciences (MDHES/WQB) prior to construction taking place. The objective of the plan is to minimize erosion of disturbed areas during the construction and post construction phase of a project. Careful planning and proper implementation of the plan will lessen the likelihood of pollutants reaching state waters. The plan will become part of the construction plans, specifications and documents. Construction contractors will be required to adhere to it.

A plan for runoff control for hazardous materials at construction sites is also necessary and will be coordinated with and approved by the MDHES/WQB.

The MDT Standard Erosion Control Work Plan<sup>15</sup> will be used as a guide to prepare a specific work plan for the proposed project. The standard plan incorporates seven major principles of soil erosion and sedimentation control which will be implemented as follows:

### Plan the Development to Fit the Site

Detailed designing will be completed to assure that roadways, structures and other permanent features of the proposed project conform to the natural characteristics of the site. Areas with steep slopes, erodible soils and soils with severe limitations will have planned erosion controls to overcome these limitations. For instance, long steep slopes will be broken by benching, terracing, or constructing diversion structures.

### Minimize Extent of Disturbed Areas and Duration of Exposure

When earth moving activities require the removal of vegetation, the area and the duration of the exposure will be kept to a minimum. Phases or stages of

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<sup>15</sup>Pioneer Technical Services, Inc. for Montana Department of Transportation, Highway Construction Standard Erosion Control Work Plan, 30 September 1992.

development will be planned so that only the areas which are actively being developed are exposed. Grading will be completed as soon as possible after it is started. When construction is complete, permanent vegetative cover will be established in the area. As cut slopes are made and as fill slopes are brought up to grade, these areas will be revegetated as the work progresses.

#### Stabilize and Protect Disturbed Areas as Soon as Possible

Disturbed areas will be stabilized as soon as possible using methods appropriate at each site including dikes and swales; roughening, stair stepping and terracing of slopes; mulching; seeding; sodding; erosion control blankets; retaining walls; slope drains; vegetative buffer strips; straw bale barriers; gravel filter berms; silt fences; dugout ditch basins; settling basins; sediment traps and stream bank protection.

#### Keep Runoff Velocities Low

The removal of existing vegetative cover and the resulting increase in impermeable surface area during construction will increase both the volume and velocity of runoff. These increases will be taken into account when providing for erosion control. Slope changes will be designed to keep slope length and gradient to a minimum. Short slopes, low gradients, and the preservation of natural vegetative cover will keep runoff velocities low. This will limit erosion hazards and reduce costs associated with erosion control.

#### Protect Disturbed Areas from Runoff

Measures to prevent off-site water from entering and running over the disturbed areas will be implemented. Slope and disturbed ground protection measures will be favorable over trying to remove sediment from runoff waters after erosion has occurred.

#### Retain Sediment within the Corridor Area

Sediment will be retained by two methods: (1) by filtering runoff as it flows and (2) by detaining sediment-laden runoff for a period of time so that soil particles settle out. The best way to control sediment, however, is to prevent erosion.

#### Implement a Thorough Maintenance and Follow-up Program

The plan will include a thorough maintenance and monitoring plan to ensure that erosion control measures are functioning properly and, where needed, adjustments or improvements are made.

The erosion control work plan will also apply to and be developed for all required borrow sites.

By implementing the mitigation measures described above and due to the location of the streams in relation to the proposed alternatives and due to the significant amount of natural filtration existing, it is estimated that none of the proposed alternatives will produce significant amounts of sedimentation in existing streams.

#### 4.11. THREATENED OR ENDANGERED SPECIES

##### Existing Conditions

The U.S. Fish and Wildlife Service has been consulted<sup>16</sup> regarding any possible impacts on threatened or endangered species. The agency indicated that the endangered species which may occur in the project area include the bald eagle (*Haliaeetus Leucocephalus*) and peregrine falcon (*Falco Peregrinus*).

##### Potential Impacts

Based on the nature of the proposed work and the specific location of the project, no project related impacts are expected.

#### 4.12. PRIME AND UNIQUE AGRICULTURAL LANDS

##### Existing Conditions

The proposed project has been coordinated with the Soil Conservation Service. A Farmland Conversion Impact Rating (Form AD-1006) has been completed and is shown on the following page. Prime or unique farmlands (FPPA farmland) exist in some areas west of the crossroad.

##### Potential Impacts

As indicated in Section 4.8 RIGHT-OF-WAY AND LAND USE, some agricultural land will be converted to highway right-of-way in the area southwest of the proposed interchange for any of the proposed alternatives except No-Action. Some of the agricultural land to be converted to highway right-of-way is considered FPPA farmland, as summarized on Form AD-1006.

Revision of existing irrigation facilities will be required.

One of the concerns associated with the highway reconstruction entails the creation of conditions suitable for noxious weed colonization. Up to approximately 7, 24, 24 or 30 acres of land will require reseeding with Alternatives A, B, C or D. Exposed soils, particularly adjacent to highways, are extremely vulnerable to weed establishment. Off site movement from highway corridors onto adjacent land can result in serious land devaluation and productivity, added operational costs and the potential for environmental degradation through improper herbicide use. The presence of flowing water in the immediate vicinity lends an additional risk to downstream landowners concerned over noxious weed invasion. Seeds and plant fragments can travel great distances in water before resettling in a germinable position.

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<sup>16</sup>McMaster Kemper, Acting State Supervisor, Montana State Office Fish and Wildlife Enhancement, U.S. Fish and Wildlife Service, U.S. Department of the Interior. Letter dated 18 September 1989.



# FARMLAND CONVERSION IMPACT RATING

PART I (To be completed by Federal Agency)		Date Of Land Evaluation Request 5-25-93			
Name Of Project Belgrade Interchange		Federal Agency Involved IISDOT -- FHWA			
Proposed Land Use Highway Right-of-Way		County And State Gallatin Co., MT (Dept. of State Lands)			
PART II (To be completed by SCS)		Date Request Received By SCS 5/26/93			
Does the site contain prime, unique, statewide or local important farmland? (If no, the FPPA does not apply -- do not complete additional parts of this form).		Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Acres Irrigated ALL	Average Farm Size 1000 Ac.	
Major Crop(s) ALFALFA / SMALL GRAINS	Farmable Land In Govt. Jurisdiction Acres: 0 %	Amount Of Farmland As Defined In FPPA Acres: 0 %			
Name Of Land Evaluation System Used	Name Of Local Site Assessment System	Date Land Evaluation Returned By SCS 7/12/93			
PART III (To be completed by Federal Agency)		Alternative Site Rating			
		Site A	Site B	Site C	Site D
A. Total Acres To Be Converted Directly		8.8	8.8	15.2	21.3
B. Total Acres To Be Converted Indirectly		7.4	7.4	0	8.5
C. Total Acres In Site		16.2	16.2	15.2	29.8
PART IV (To be completed by SCS) Land Evaluation Information					
A. Total Acres Prime And Unique Farmland		16.2	16.2	15.2	29.8
B. Total Acres Statewide And Local Important Farmland		-	-	-	-
C. Percentage Of Farmland In County Or Local Govt. Unit To Be Converted		-	-	-	-
D. Percentage Of Farmland In Govt. Jurisdiction With Same Or Higher Relative Value		-	-	-	-
PART V (To be completed by SCS) Land Evaluation Criterion Relative Value Of Farmland To Be Converted (Scale of 0 to 100 Points)					
PART VI (To be completed by Federal Agency)		Maximum Points			
a. Assessment Criteria (These criteria are explained in 7 CFR 658.5(b))					
1. Area In Nonurban Use	15	7	7	7	7
2. Perimeter In Nonurban Use	10	5	5	5	5
3. Percent Of Site Being Farmed	20	16	16	16	16
4. Protection Provided By State And Local Government	20	0	0	0	0
5. Distance From Urban Builtup Area	N/A	0	0	0	0
6. Distance To Urban Support Services	N/A	0	0	0	0
7. Size Of Present Farm Unit Compared To Average	10	0	0	0	0
8. Creation Of Nonfarmable Farmland	25	10	10	9	10
9. Availability Of Farm Support Services	5	5	5	5	5
10. On-Farm Investments	20	5	5	5	5
11. Effects Of Conversion On Farm Support Services	25	1	1	1	2
12. Compatibility With Existing Agricultural Use	10	0	0	0	0
TOTAL SITE ASSESSMENT POINTS	160	49	49	48	50
PART VII (To be completed by Federal Agency)					
Relative Value Of Farmland (From Part V)		100	100	100	100
Total Site Assessment (From Part VI above or a local site assessment)		160	49	49	48
TOTAL POINTS (Total of above 2 lines)		260	149	149	148
Site Selected:		Date Of Selection		Was A Local Site Assessment Used? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	
Reason For Selection: SINCE THE TOTAL SCORE IS LESS THAN 160, NO FURTHER SITES NEED TO BE CONSIDERED AS STATED IN 7 CFR 658.4(C) PART (2) - PAGE 27725 OF VOL. 49 FR #130: "SITES RECEIVING A TOTAL SCORE OF LESS THAN 160 BE GIVEN A MINIMAL LEVEL OF CONSIDERATION FOR PROTECTION AND NO ADDITIONAL SITES BE EVALUATED."					

(See Instructions on reverse side)

Form AD-1006 (10-83)

Farmland Conversion Impact Rating

## Mitigation Measures

As indicated on Form AD-1006, since the total score for FPPA farmlands is less than 160 for all of the proposed alternatives, no further alternatives need to be considered since, as stated in 7 CFR 658.4(C) Part (2), alternatives receiving a total score of less than 160 need to be given only a minimal level of consideration for protection and no additional alternatives need to be evaluated.

Irrigation facilities on adjacent remaining agricultural land will be revised as necessary and construction will occur in a manner and during a period that will not interrupt irrigation or agricultural production.

Weed control associated with construction activities of this nature will be approached in two phases; temporary (construction) and permanent (post-construction). A predisturbance survey and/or review of weed district records will indicate the presence or prior occurrence of weeds in the disturbance corridor. The assumption can be made that a sizable seedbank of weed seeds exists on site if either of the above conditions are met. It is imperative that noxious weeds be prevented from going to seed on exposed soils in light of the potential of one spotted knapweed plant producing upwards of two thousand seeds in one season.

Seeds or plant fragments attached to construction equipment or vehicles and placement of contaminated fill or erosion control material are common means of weed seed introduction. Judicious cleaning of equipment and selection of weed seed free materials will be employed.

Temporary weed control will entail careful monitoring of newly exposed soils and immediate removal of plants. Handpulling or hoeing will be employed for scattered plants. Grubbed plants will be collected and disposed of if any flowers have opened. Spot spraying will be utilized if excessive numbers of weeds establish on site. Herbicide applications will be made by a knowledgeable, licensed applicator. Spraying will be timed to achieve maximum efficacy. Spraying is not recommended on topsoil stockpiles or in highly erosive areas. Short residual herbicides will be used to prevent possible phytotoxicity to newly emerged grass seedlings once seeding is conducted. In no case shall soil sterilants be used.

Permanent weed control will be approached through preventive measures. Proper grading, topsoil treatment, seedmix selection and seeding operations will be employed to establish a vigorous cover of competitive, desirable species. Monitoring and removal of even small numbers of individual weeds for two to three years following disturbance will greatly enhance grass stand development.

### 4.13. CONSTRUCTION

The estimated construction cost for each alternative is summarized on Table 4-6.

Construction costs for Alternative B are significantly higher because of the required raising and reconstruction of the interstate highway, lowering and reconstruction of the crossroad, construction of new interstate bridge structures and construction of temporary at-grade intersections and detour roads.

Table 4-6, Construction Costs

Alternative	Total Construction Cost
Alternative A	\$5,300,000
Alternative B	\$5,300,000
Alternative C	\$6,550,000
Alternative D	\$6,300,000

Construction related activities will result in some short term adverse impacts which cannot be avoided. These impacts will be temporary and should last only for the duration of construction activities. Possible impacts include:

- detours and temporary surfacing,
- emissions from asphalt plants and crushers,
- dust from construction equipment activities,
- increased noise levels from construction equipment,
- potential for erosion from fresh cut and fill slopes,
- inconvenience to highway users resulting from delays, detours and temporary surfacing.

Impacts will be minimized to the extent practical through proper construction practices. Dust will be controlled by watering or other acceptable methods. Construction related erosion will be controlled and slopes will be revegetated as soon as possible. Gravel and borrow sources for base and surfacing aggregates have not yet been identified. Borrow material removal and gravel pits will be subject to applicable rules and regulations of the Montana Open Cut Mining Act. A mine reclamation plan will be required.

A traffic control plan will be developed to minimize inconvenience to motorists during construction. Traffic delays during construction will be minimized by planning and scheduling.

Alternative A, C or D can be constructed with only minor impact on traffic on I-90 or on the crossroad. Traffic will be maintained at all times along the interstate highway, but will be reduced to one lane in each direction during certain phases of bridge removal and construction.



Temporary median crossovers will be provided at each end of the interchange to divert the traffic from one set of lanes to the other. Traffic will be maintained through construction on the crossroad, the ramps and the frontage roads.

Alternative B, because of the removal of existing bridges, construction of new bridges, raising the interstate highway and lowering the crossroad, will have a significant impact on traffic on I-90 and the crossroad during construction. Complete closure of the interchange and crossroad will be required for a period in excess of one year. The interchange and crossroad will be replaced during this period with an at-grade intersection and detour roads located either east or west of the existing interchange. Access from the intersection and detour roads to the City of Belgrade and existing businesses will be difficult and time consuming. Significant delays will occur for both interstate through traffic and for crossroad traffic. Construction of Alternative B may therefore create a negative impact on existing highway-oriented businesses during construction.

#### 4.14. PEDESTRIANS AND BICYCLISTS

##### Existing Conditions

Existing pedestrian and bicyclist numbers in the vicinity of the interchange are significant. The existing bridge includes only 2 foot wide shoulders which is inadequate for pedestrians and bicyclists. This results in unsafe conditions for pedestrians and bicyclists. In addition, motor vehicle drivers, of necessity, tend to slow down and move away from pedestrians and bicyclists on the bridge which reduces the traffic flow and increases the potential for rear-end or head-on collisions on the bridge.

Participants in the public scoping process have indicated that higher numbers of pedestrians and bicyclists would likely travel across I-90 if safer, more comfortable facilities were provided.

##### Potential Impacts

The construction improvements for both Alternative A, B, C or D will include a 5 foot wide walkway/bikeway along one side of the crossroad from Amsterdam Road to Madison Avenue which should have a beneficial impact for pedestrians and bicyclists.

#### 4.15. VISUAL

##### Existing Conditions

The existing visual environment includes the existing 4-lane Interstate Highway 90, Amsterdam Road, Alaska Road and the interchange crossroad structure, crossroad and ramps. These facilities are all paved with asphalt, Portland cement concrete or gravel. Roadway slopes, outside of paved areas, generally include grasses and native vegetation.

## Potential Impacts

Minor visual impacts may result from the construction of Alternative A due to the larger bridge structure, increased slopes required to widen the crossroad and relocation of ramps.

Alternative B will include similar impacts. Alternative B will create an additional impact because raising the interstate highway will create a continuous visual barrier through the Belgrade area.

Alternatives C and D, which will include the addition of loop-type ramps, will include correspondingly greater impacts to the visual environment.

As indicated in Section 4.8. RIGHT-OF-WAY AND LAND USE, most of the land adjacent to the interchange and proposed improvements is commercial with some residential and agricultural land. Visual features of the existing interchange and proposed interchange improvements are generally compatible with these types of uses.

## Mitigation Measures

Mitigation of negative visual impacts will include the following:

- Retention of natural vegetation except where removal is required for construction, for sight distance restrictions or for other safety requirements.
- Where appropriate and where sufficient area is available for planting and maintenance, trees, shrubs and other landscaping will be provided.
- Construction of the roadway with smooth, rounded excavation and embankment slopes to match and blend in with the adjacent natural terrain as much as possible.
- Where excavation and embankment slopes are not high, they will be constructed as flat as possible to allow better re-establishment of natural vegetation.
- Topsoil will be placed on all new excavation and embankment slopes to facilitate re-establishment of natural vegetation. Slopes will be seeded with plant varieties native to the area. Wherever practical, and where noxious weeds do not occur, existing topsoil will be salvaged in areas of road construction and reused -- this topsoil will contain natural seeds and organic matter.
- Where steeper slopes are required, the newly seeded topsoil will be protected with mulch or protective mats.

- Erosion control measures will be constructed and maintained to prevent related negative visual impacts.
- Noxious weeds will be controlled as discussed in 4.12 PRIME AND UNIQUE AGRICULTURAL LANDS.

#### 4.16. HAZARDOUS MATERIALS

A hazardous materials review was conducted<sup>17</sup> and it has been concluded that no hazardous materials will be encountered during the construction of any of the proposed alternatives.

Safety improvements that will result from the construction of Alternative A, B, C or D will result in decreased potential for hazardous materials spills or contamination due to accidents involving the transport of these materials.

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<sup>17</sup>Olson, Timothy A., Montana Department of Transportation, memorandum dated 28 June 1993.



## 5. COMMENTS, COORDINATION AND ISSUES

### 5.1. COMMENTS AND COORDINATION

Coordination efforts were initiated by the Montana Department of Transportation on 05 September 1989 when a letter of intent<sup>18</sup> was issued by the Department to federal, state and local agencies and affected private organizations and individuals. A list of individuals, groups and agencies receiving a copy of the notice has been prepared and is on file with the Public Hearings Unit of the Montana Department of Transportation.

An information meeting was held in the Belgrade Middle School on 29 November 1989 to discuss the proposed project. Preliminary plans and large scale aerial photographs with the proposed improvements overlaid were available for inspection. A presentation was made by representatives of the Montana Department of Transportation. Public comment was requested and received. A transcript of the meeting has been prepared<sup>19</sup> and is included in Appendix B.

On June 8, 1990 the Montana Highway Commission placed the project on hold pending a Belgrade group's efforts to obtain special federal funding and efforts to develop additional alternatives.

After several meetings between representatives of the City of Belgrade, MDT and FHWA, work was resumed in April of 1992.

On 20 July 1992 a meeting was held in Belgrade with representatives of the City and the Montana Department of Transportation. The purpose of this meeting was to bring all parties up to date on the project, discuss the project alternatives and develop a plan of action and schedule for completion.

An Interchange Steering Committee<sup>20</sup> comprised of several interested citizens, and representatives from the City, Gallatin County, MDT, FHWA and the Consultant was formed. To date, the committee has held meetings in Belgrade on 13 Aug 1992, 1 Oct 1992, 17 Dec 1992 and 25 Feb 1993.

A new "Notice of Intent and Notice of Public Meeting" was prepared and distributed to interested individuals and federal, state and local agencies.

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<sup>18</sup>Montana Department of Highways, Notice of Intent, 1989.

<sup>19</sup>Morrison-Maierle/CSSA, IR 90-6(48)298, Belgrade Interchange, Technical Memorandum #1, 27 December 1989.

<sup>20</sup>Project Planning Section, Montana Department of Highways. Memorandum dated 24 April 1990.

A public scoping meeting was held on 27 August 1992 in the multi-purpose room of the Belgrade Middle School. The purpose of the meeting was to present the proposed project to the public, explain work completed to date and future work, explain the environmental review process and to solicit public comment on the alternatives and environmental impacts. A summary of this meeting is included in Appendix B.

A second public scoping meeting was held on 7 January 1993, also in the multi-purpose room of the Belgrade Middle School. The purpose of this meeting was to discuss the continuation of planning on the interchange and receive public comment on the issues and alternatives that had been prepared. A summary of this meeting is included in Appendix B.

A location and design public hearing is planned in the near future to discuss this environmental assessment and to further solicit comments from the public.

After the public hearing, comments received will be considered and incorporated in the environmental assessment. If it is determined by the Federal Highway Administration (FHWA) that the preferred alternative will not create significant adverse environmental impacts, a finding of no significant impact (FONSI) will be prepared and signed by FHWA. This will constitute the end of the environmental review process and final design and right-of-way acquisition can begin.

If it is determined that the preferred alternative will create significant adverse environmental impacts, an environmental impact statement will be prepared and additional studies and public meetings and hearings will be held to further evaluate the proposed project.

Written comments from the following local, state or federal agencies have been received and are included in Appendix B of this document.

Air Quality Bureau  
Montana Department of Health  
and Environmental Sciences  
Helena, MT

Gallatin County Commission  
Bozeman, MT

Aeronautics Division  
Montana Department of Commerce  
Helena, MT

Fish and Wildlife Service  
U.S. Department of the Interior  
Helena, MT

Soil Conservation Service  
U.S. Department of Agriculture  
Bozeman, MT

City of Belgrade  
Belgrade, MT

Belgrade Rural Fire District  
Belgrade, MT

## 5.2. ISSUES

The following summarizes issues that have been identified during the public scoping process and during engineering and environmental studies. Where applicable, sections of the environmental assessment where these issues are addressed are shown in parenthesis.

1. A utility corridor is important with any alternative. (1.)
2. The existing bridge should be removed. (1.)
3. Alaska Road should be paved, there is a lot of motorcycle traffic on it. (3.2.4.)
4. A good location for the utility corridor would be east of the interchange. (1.)
5. Off ramps should be fenced. (1.)
6. Make sure turning movements are adequate for long trucks such as mobile home transports. (1., 2.1.)
7. Prefer Alternative C, and thinks Alaska Fr. Rd. should be paved at least one mile to the east. Dust is a problem. (1., 4.3.)
8. The existing interchange needs improvement - the sooner, the better. (2.)
9. Sight distance is the major problem. (2.1.)
10. Existing turns are difficult - a light pole is a problem for trucks. (2.1.)
11. Alternative A should include better sight distance. (2.1.)
12. Trucks trying to make left turns back up traffic to the interstate. (2.1.)
13. The increase in distance between Amsterdam Road and the ramps will be very good. (2.1.)
14. The new design should have provisions for people that do not know how to drive in the winter. (2.1.)
15. The worst problem area is trying to turn onto Jackrabbit Lane from Amsterdam Road. (2.1., 2.2.)
16. Four lanes will probably be required on Jackrabbit Lane before long. (2.1, 2.2.2.)
17. Move Amsterdam Road further south, near Lexley Acres. (2.1., 3.1.)



18. Need the wide road with adequate turning radii for the movement of large equipment. (2.1., 3.1.)
19. This interchange needs 6 lanes because growth in this area will explode after the N. 19th interchange in Bozeman is constructed. (2.2., 4.1.)
20. Traffic is very heavy on Amsterdam Road. (2.2.1.)
21. Alternatives A and B do not improve the traffic flow. (2.2.2.)
22. Alternative A is not adequate. (2.2.2., 3.1.2.)
23. Alternative C is good if the traffic growth will justify it. (2.2.2, 3.1.4., 3.4.)
24. Do not spend a lot of money on a design that will be inadequate soon after it is completed. (2.2.2., 3.4.)
25. Sidewalks and bikepaths are needed. (2.3.)
26. There should be a pedestrian walkway. (2.3.)
27. Put the walkway on the east or right side of the road. (2.3.)
28. A traffic signal at Jackrabbit Lane and FAS 290 (Madison Ave.) would help platoon traffic. (2.5.)
29. Signals will be very good, particularly at Amsterdam Road. (2.5.)
30. Use Alternative A with 5 lanes on the crossroad. Bridge Amsterdam Road straight over I-90 to connect with Madison Ave. Move Alaska Rd. south to near the Super 8 motel. This removes two intersections from the interchange area. (3.)
31. Widen the existing bridge and approaches - any other alternate will be very costly and time consuming. (3.1.)
32. The long-term solution should be a full cloverleaf. (3.1.)
33. The approach ramps should be raised to provide a flat space for trucks. (3.1.)
34. The crossroad could be expanded in the future with Alternative B. (3.1.3.)
35. Alternative B is the only solution - the crossroad on a level grade will help all the turning movements. (3.1.3., 3.4.)

36. Alternative C could cause confusion because it is different than the existing interchange. (3.1.4.)
37. Alternative C satisfies more of the needs if the concerns are addressed. (3.1.4.)
38. Ramps A & B on Alternative C would be very costly. (3.1.4., 4.13.)
39. The curve on Amsterdam Road should be flattened if Ramp C is to be connected to it. (3.1.5.)
40. Concerned about stopping the interstate off-ramp traffic at Amsterdam Road. (3.1.5.)
41. Connecting Ramp C to Amsterdam Road to the west could be a problem because of the high super on the curve. May also cause people to use the emergency turn-around if they miss the exit. (3.1.5.)
42. The south side of the interchange on Alternative C looks good as does the north side on Alternative A. (3.1.5., 3.4.)
43. The plan to remove eastbound traffic west of the interchange and connecting to Amsterdam Road is good. It eliminates one intersection in the interchange area. (3.1.5., 3.4.)
44. Shifting the road to the right will just make it closer to all the homes on the northeast side. Move it to the left. (3.1.6., 4.2.)
45. Would also be a good idea to get the westbound traffic to the airport off early by an interchange in that area. (3.2.)
46. Another interchange near the airport would help reduce the traffic at Belgrade. (3.2.1.)
47. Consider a west-bound exit only ramp at the airport. (3.2.1.)
48. Amsterdam Road could be eliminated from the interchange area by a new bridge over I-90 at FAS 290 and adding a east-bound on ramp there, if there is enough room. (3.2.2.)
49. Alternative B is probably better for the area, but prefer Alternative C as traffic movement is better. (3.4.)
50. Alternative A is a band-aid - Alternative B is totally wrong. (3.4.)

51. Alternative A with a 5 lane crossroad is probably the most economical option that would handle the traffic. (3.4.)
52. Alternative A would be the least disruptive to traffic and probably quicker to construct. (3.4., 4.1., 4.13.)
53. Continuity of business is very important - no one can afford to lose a season. (4.1.)
54. 100 new housing units were added to the area last year. Similar or more are expected in the foreseeable future. (4.1.)
55. The area south of I-90 will grow very fast after the utilities are provided. (4.1.)
56. It will be difficult to relocate the race track because of State regulations and environmental problems. (4.2.)
57. Concerned about the time frame involved in relocating the race track. Needs to be accomplished without missing a racing season. (4.2.)
58. Concern over the final disposition of the duplex at the corner of Rosebud and Prairie Dog Lane. (4.2.)
59. The race track in the SE quadrant presents a noise problem. Relocation would be beneficial to noise impacts. (4.2., 4.4.)
60. Because the wider roadway will bring traffic closer to the residents in the N.E. quadrant, adequate landscaping and possibly some type of sound barrier should be provided. (4.2., 4.4.)
61. Concerned over how much property and/or houses in the NE quadrant will be affected by the widening. (4.2, 4.8.)
62. If it is necessary to relocate the Kamp Implement building (in the N.W. quadrant) a smooth transition would be desirable, such as the new building being in place before the old one is removed. Also, what about the future access to this area? (4.2., 4.8.)
63. Trees should be planted along the right-of-way to provide a sound barrier. (4.4.)
64. Landscaping would be very desirable. (4.4., 4.15.)
65. Alternative C is better but will have the most right-of-way impact. (4.8.)



- 66. There are numerous left turns off Jackrabbit Lane south of I-90. (4.8.)
- 67. Gallatin Equipment would prefer that their north approach, right of Sta 40+00 on Jackrabbit Lane, be relocated to approach Alaska Road from the east side of their property. (4.8.)
- 68. The farmland under the new location of Amsterdam Road is poor, safety is much more important. There is an underground irrigation system that will be lost. (4.12.)
- 69. Alternative B is too costly and causes traffic maintenance problems. (4.13.)
- 70. Use Amsterdam and Alaska Roads for traffic during construction. (4.13.)
- 71. The speed limit should remain at 45 mph.
- 72. Cost should be a factor in the preference of alternates. (4.13.)



## 6. LIST OF PREPARERS

This environmental assessment was prepared by the Montana Department of Transportation and the Federal Highway Administration with assistance from Morrison-Maierle/CSSA. The primary agencies and the individuals involved include the following:

### Montana Department of Transportation

R. Doug Morgan, Consultant Design Engineer, Consultant Design Section

Mark A. Leighton, Assistant Consultant Design Engineer, Consultant Design Section

### FEDERAL HIGHWAY ADMINISTRATION

Dale W. Paulson, Environment and Project Development Engineer

### MORRISON-MAIERLE/CSSA

Brad Peterson, Project Manager

Scott Bell, Project Engineer

Gerald Graham, Senior Design Technician





## APPENDIX A - AERIAL PHOTOS SHOWING PROPOSED ALTERNATIVES





# BELGRADE INTERCHANGE ALTERNATIVE A

LOCAL OVER

PROJECT: IR 90-6(48)298

## LEGEND

- CROSSROAD
- NEW BRIDGE
- RAMP
- FRONTAGE ROAD
- UTILITY CORRIDOR

TO THREE FORKS

I-90

FAS 347

AMSTEDAM ROAD

RAMP A

RAMP C

ALASKA ROAD

RAMP D

RAMP B

PHASE DOG LANE

ROSEBUD AVE

CASCADE AVE

CUSTER AVE

JEFFERSON AVE

MATTHEW AVE

JACKRABBIT LANE

65 FAS 291

-20

-30

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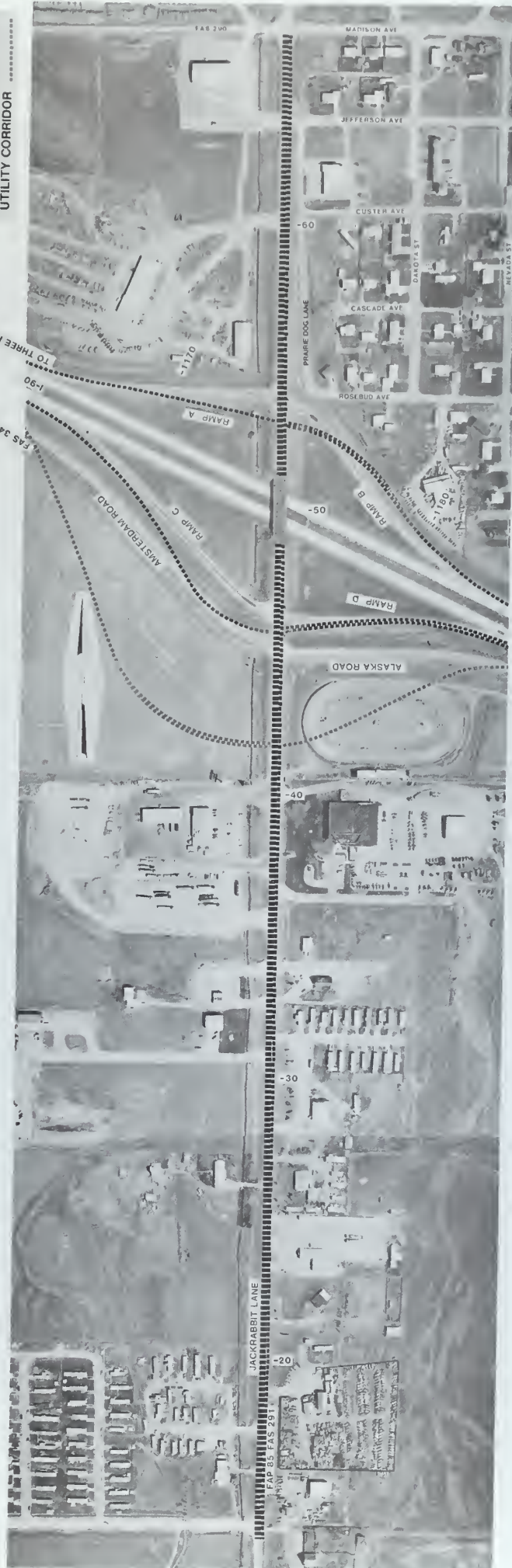
DAKOTA ST

BEAVER ST



SCALE

PHOTO DATE: 8-24-88







SCALE

PHOTO DATE: 4-24-80



# BELGRADE INTERCHANGE ALTERNATIVE B

I - 90 OVER  
PROJECT: IR 90-6(48)298

## LEGEND

- I 90
- CROSSROAD
- NEW BRIDGE
- RAMP
- FRONTAGE ROAD
- IRRIQ. RELOCATE





# BELGRADE INTERCHANGE ALTERNATIVE C

PARTIAL CLOVERLEAF

PROJECT: IR 90-6(48)298

## LEGEND

- CROSSROAD
- NEW BRIDGE
- RAMP
- FRONTAGE ROAD
- UTILITY CORRIDOR







# BELGRADE INTERCHANGE ALTERNATIVE D

PROJECT: IR 90-6(48)298



## LEGEND

- CROSSROAD
- NEW BRIDGE
- RAMP
- FRONTAGE ROAD
- UTILITY CORRIDOR
- SIDEWALK
- NEW RIGHT-OF-WAY
- IRRIQ. RELOCATE





## APPENDIX B - COMMENTS RECEIVED





LETTER OF INTENT





NOTICE OF INTENT AND NOTICE OF PUBLIC SCOPING MEETING  
ENVIRONMENTAL ASSESSMENT FOR PROPOSED IMPROVEMENTS  
TO THE BELGRADE INTERCHANGE, IR 90-6(48)298  
GALLATIN COUNTY, MONTANA

This notice of intent is being issued to advise the public that the Montana Department of Transportation and the Federal Highway Administration will prepare an environmental assessment (EA) on a proposal to improve the existing Belgrade Interchange on Interstate Highway 90 at Milepost 298 in Belgrade, Montana. A range of alternatives will be considered in the EA. Proposed improvements may include reconstruction of or revisions to the crossroad, the crossing structure, the ramps, the existing Interstate highway or other related features. Improvements may also include the addition of traffic signals and improved signing and pavement marking. The purpose of the proposed project is to improve the operating efficiency and capacity of the interchange to accommodate existing and future traffic demand and to improve safety.

A project steering committee has been organized consisting of representatives of the City of Belgrade, Gallatin County, local businesses, local organizations, the Montana Department of Transportation and the Federal Highway Administration.

A public scoping meeting will be held on 27 August 1992 to discuss the proposal and to receive comment from the public on important issues that should be addressed in the EA and to receive comment and suggestions concerning alternatives that should be considered.

Representatives of the Federal Highway Administration, the Montana Department of Transportation and the project steering committee will be available at the meeting to receive and record comments from the public. A formal presentation explaining the history of the project and work completed to-date and to explain the environmental review process will be made at each scoping meeting at the times specified.

The meeting will be held as follows:

Date: 27 August 1992

Open discussion anytime between 7:00 p.m. to 9:30 p.m.

Formal presentation at 8:00 p.m.

Location: Belgrade Intermediate School (Old Middle School)

Belgrade, MT

Public comment is important at this time to help identify issues that are of concern and alternatives that are feasible. The Montana Department of Transportation is seeking input from road users, property owners and other members of the public. Persons that may be interested in or affected by the proposed project are encouraged to attend.

Additional information can be obtained from or written comments can be sent to:

Doug Morgan  
Consultant Design Engineer  
Montana Department of Transportation  
2701 Prospect Avenue  
Helena, Montana 59620  
Telephone: (406) 444-6250

City of Belgrade  
88 North Broadway  
Belgrade, Montana 59714  
Telephone: (406) 388-4994



## MEETING SUMMARIES





27 December 1989

Montana Department of Highways  
2701 Prospect Avenue  
Helena, MT 59620

Re: IR 90-6(48)298, Belgrade Interchange  
Technical Memorandum #1

Attn: Mr. Robert R. Newhouse, P.E., Supervisor  
Consultant Design Section

Dear Sirs:

A public information meeting for the Belgrade Interchange Project was held on November 29, 1989, from 7:30 to 9:40 p.m. The following paragraphs describe the meeting:

1. Public Notice

A block ad (copy attached) was provided by the Montana Department of Highways for publication in the Belgrade Independent Press and the Bozeman Daily Chronicle to advertise the meeting and make sure all interested individuals were advised.

2. Location

The meeting was held in the multipurpose room of the Belgrade Middle School, within 1/2 mile of the project site.

3. Public Attendance

Sign-up sheets were available and those attending the meeting were advised to sign the list and, if they desired to be included in future mailings for the project, to add their mailing address. It appeared that most, if not all, of those attending signed the list and added a mailing address. An attendance list is attached.

4. Other Attendance

The following individuals who have various responsibilities for the preparation or approval of the E.I.S. were also present:

Daniel P. Bartsch  
Robert R. Newhouse  
Gerald A. Graham  
Scott Bell

Montana Department of Highways  
Montana Department of Highways  
Morrison-Maierle/CSSA  
Morrison-Maierle/CSSA

Montana Department of Highways  
12 December 1989  
Page Two

## 5. Informational Hand-outs

Two informational hand-outs (copies of each are attached) were available at the meeting:

- a. A six page general description of the project, alternatives, the environmental review process, vicinity map and a page to provide for and encourage written comment.
- b. An 8-1/2" x 11" copy of each of the two display boards presented.

## 6. Visual Displays

A 3' x 5' aerial photo board of each alternative showing the project area and streets, buildings and other features was on display at the front of the seating arrangement. The photo was taken in April, 1980 and the scale was 1" = 100 '.

## 7. Recording

A cassette recording of the 7:30 p.m. meeting was made by the Montana Department of Highways. A transcript and summary will be prepared and will be available from them.

## 8. 7:30 p.m. Meeting

Dan Bartsch opened the meeting and introduced the presenters. He also gave an explanation of the intent of the meeting.

Gerald Graham gave a brief engineering description of the alternatives, noting that the horizontal configuration of both alternatives was practically identical, only the vertical alignment differed. Preliminary cost estimates were given for comparison, these being \$2.25 million for Alternative A and \$5.8 million for Alternative B. The meeting was then opened for public comment.

## 9. Summary of Public Comment

- a. Safety - both vehicular and pedestrian was the point stressed by most speakers.
- b. Was one alternative safer than the other?
- c. Concerning the proposed traffic signals at the ramp A-B intersection (what do they accomplish?)



Montana Department of Highways  
12 December 1989  
Page Three

- d. Suggested a free right-turn lane off ramp B.
- e. What is the construction period for each, effect on businesses and local economy, is one alternative more disrupting?
- f. Accident statistics prepared by MDOH in 1986 were presented by the Belgrade City Planner.
- g. Will there be a utility corridor (future city sewer and water) provided with either alternative?
- h. Suggested to move both Amsterdam and Alaska roads to intersect somewhere south of the truck stop.
- i. A letter was read from Senator Max Baucus concerning additional Federal funding for a safe interchange.
- k. A vote for preference was requested, and a show of hands revealed: 0 for Alternative A, 72 for Alternative B, approximately 6 people did not vote.

Sincerely,

MORRISON-MAIERLE/CSSA, INC.



---

Brad Peterson, P.E.  
Chief Highway Engineer

Enclosures

BELGRADE INT\NWHSE5



## SUMMARY OF COMMENTS RECEIVED

PUBLIC SCOPING MEETING - 27 AUGUST 1992

ENVIRONMENTAL ASSESSMENT FOR PROPOSED BELGRADE INTERCHANGE PROJECT  
IR 90 - 6 (48) 298 BELGRADE, GALLATIN COUNTY, MONTANA

The following is a brief summary of public comments received at a public scoping meeting held to discuss the environmental assessment for a proposal to improve the Belgrade interchange. Approximately 48 people attended the meeting.

1. A utility corridor is very important with any alternative.
2. Trees should be planted along the right-of-way to provide a sound barrier.
3. Alt. A would be the least disruptive to traffic and probably quicker to construct.
4. The existing interchange needs improvement - the sooner, the better.
5. Alt. A will not help, the people will just drive faster. Reduce the speed limit instead.
6. Move Amsterdam Road further south, near Lexley Acres.
7. The crossroad could be expanded in the future with Alt. B
8. The long-term solution should be a full cloverleaf.
9. The existing bridge should be removed.
10. Another interchange near the airport would help reduce the traffic at Belgrade.
11. Sight distance is the major problem.
12. Alt. B is too costly and causes traffic maintenance problems.
13. Alt C is good if the traffic growth will justify it.
14. Alaska Rd. should be paved, there is a lot of motorcycle traffic on it.
15. It will be difficult to relocate the race track because of State regulations and environmental problems.
16. Continuity of business is very important - no one can afford to lose a season.



## Summary of Comments

Page 2

17. Make sure turning movements are adequate for long trucks such as mobile home transports.
18. Utilities to the south of I-90 need to be constructed soon - earlier than the interchange improvements if possible.
19. Use Amsterdam and Alaska roads for traffic during construction.
20. This interchange needs 6 lanes because this area will explode after the N. 19th interchange in Bozeman is constructed.
21. Alternative A is not adequate.
22. Traffic is very heavy on Amsterdam Road.
23. Alt. A is a band-aid - Alt. B is totally wrong.
24. Existing turns are difficult - a light pole is a problem for trucks.
25. Consider a west-bound exit only ramp at the airport.
26. Amsterdam Road could be eliminated from the interchange area by a new bridge over I-90 at FAS 290 and adding a east-bound on ramp there, if there is enough room.
27. A traffic signal at Jackrabbit and FAS 290 (Madison Ave.) would help platoon traffic.
28. Alt. C is better but will have the most right-of-way impact.
29. Alt. B is the only solution - Jackrabbit Lane on a level grade will help all the turning movements.
30. Alt. B is probably better for the area, but prefer Alt. C as traffic movement is better.
31. Alt. A should include better sight distance.
32. The speed limit should remain at 45 mph.
33. Alt. A with a 5 lane crossroad is probably the most economical option that would handle the traffic.
34. Concerned over how much property and/or houses in the NE quadrant will be affected by the widening.

Summary of Comments  
Page 3

35. The worst problem area is trying to turn onto Jackrabbit from Amsterdam Road.
36. Cost should be a factor in the preference of alternates.
37. A good location for the utility corridor would be east of the interchange.
38. Four lanes will probably be required on Jackrabbit before long.
39. Sidewalks and bikepaths are needed.
40. Trucks trying to make left turns back up traffic to the interstate.
41. Utilities developed on the south side will increase the tax base.
42. 100 new housing units were added to the area last year. Similar or more are expected in the foreseeable future.
43. The race track in the SE quadrant presents a noise problem. Relocation would be beneficial to noise impacts.
44. Amsterdam Road should be relocated to south of the truck stop.
45. Off ramps should be fenced.
46. Build one side at a time.
47. Do not spent a lot of money on a design that will be inadequate soon after it is completed.
48. Alts. A and B do not improve the traffic flow.

Forty eight people signed the attendance roster. Those that commented on preferring a specific alternative are as follows:

Alternative A ----- 4  
Alternative B ----- 7  
Alternative C ---- 10

**Summary of Comments**  
**Page 4**

Additional comments received at the 1 Oct.1992 Steering Committee meeting are as follows:

49. Because the wider roadway will bring traffic closer to the residents in the N.E. quadrant, adequate landscaping and possibly some type of sound barrier should be provided.
50. Prefer Alt C, and thinks Alaska Fr. Rd. should be paved at least one mile to the east. Dust very bad.
51. Use Alt A with 5 lanes on Jackrabbit Lane. Bridge Amsterdam Rd. straight over I-90 to connect with Madison Ave. Move Alaska Rd. south to near the Super 8 motel. This removes two intersections from the interchange area.
52. Widen the existing bridge and approaches - any other alternate will be very costly and time consuming.

## SUMMARY OF COMMENTS RECEIVED

### PUBLIC SCOPING MEETING - 7 JANUARY 1993

#### ENVIRONMENTAL ASSESSMENT FOR PROPOSED BELGRADE INTERCHANGE PROJECT IR 90 - 6 (48) 298 BELGRADE, GALLATIN COUNTY, MONTANA

The following is a brief summary of public comments received at a public scoping meeting held to discuss the environmental assessment for a proposal to improve the Belgrade Interchange. Approximately 50 people attended the meeting. (The number of duplicate comments are shown in parenthesis after the comment.)

1. Need the wide road with adequate turning radii for the movement of large equipment.
2. Signals will be very good, particularly at Amsterdam road.(4)
3. There are numerous left turns off Jackrabbit south of I-90.
4. Gallatin Equipment would prefer that their north approach, right of Sta 40+00 on Jackrabbit, be relocated to approach Alaska road from the east side of their property.
5. The increase in distance between Amsterdam road and the ramps will be very good.(2)
6. Shifting the road to the right will just make it closer to all the homes on the northeast side. Move it to the left.
7. Landscaping would be very desirable.
8. The farmland under the new location of Amsterdam road is poor, safety is much more important. There is an underground irrigation system that will be lost.
9. The approach ramps should be raised to provide a flat space for trucks.
10. Connecting Ramp C to Amsterdam road to the west could be a problem because of the high super on the curve. May also cause people to use the emergency turn-around if they miss the exit.
11. There is a 10" water main on Jefferson and a 10" sewer in the alley north of Jefferson. There is also a 10" water main on Prairie Dog Lane (Texas St.) which loops all the mains between Jefferson and Rosebud. A manhole on the west end of Rosebud St. is the end of an 8" sewer down Rosebud.
12. The plan to remove eastbound traffic west of the interchange and connecting to Amsterdam road is good. It eliminates one intersection in the interchange area.(3)



## Summary of Comments

Page 2

13. Would also be a good idea to get the westbound traffic to the airport off early by an interchange in that area.
14. The area south of I-90 will grow very fast after the utilities are provided. (2)
15. The new design should have provisions for people that do not know how to drive in the winter.
16. There should be a pedestrian walkway.
17. Concerned about the time frame involved in relocating the race track. Needs to be accomplished without missing a racing season.
18. If it is necessary to relocate the Kamp Implement building (in the N.W. quadrant) a smooth transition would be desirable, such as the new building being in place before the old one is removed. Also, what about the future access to this area?
19. Alt. C could cause confusion because it is different than the existing interchange.
20. Concerned about stopping the interstate off-ramp traffic at Amsterdam road.
21. Alt. C satisfies more of the needs if the concerns are addressed.
22. Too complicated and too expensive - Merge lanes in and Merge lanes out.
23. Merge part of the westbound exiting into Belgrade earlier. There is too much jam-up on top of the overpass.
24. Supports Alt. C without the north loop. Does not like Alts. A or B.
25. Alaska Road should be paved easterly to the curve (as far as the State now maintains). Dust levels are very high. (2)
26. Ramps A & B on Alt. C would be very costly.
27. The south side of the interchange on Alt C looks good as does the north side on Alt A.
28. Put the walkway on the east or right side of the road. (3)
29. The curve on Amsterdam road should be flattened if Ramp C is to be connected to it.

Summary of Comments

Page 3

30. Concern over the final disposition of the duplex at the corner of Rosebud and Texas. Will be better determined after a preferred alternative is selected.

Forty people signed the attendance roster. Those that commented on preferring a specific alternative are as follows:

Alternative A ----- 3

Alternative B ----- 0

Alternative C ----- 5

Combination A & C - 4



AGENCY COMMENTS





## AIR QUALITY BUREAU

COGSWELL, L. A. 1983. 103

(406) 444-3454

HALL, MORTIMER 5960



DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION  
Airports District Office  
FAA Building, Room 2  
Helena Regional Airport  
Helena, Montana 59601

February 17, 1988

Mr. Stephen C. Kologi  
Professional Engineer  
Chief, Preconstruction Bureau  
Department of Highways  
2701 Prospect Avenue  
Helena, Montana 59620

Ref: IR 90-6(48)298  
BELGRADE INTERCHANGE

Dear Mr. Kologi:

We have reviewed the proposed development of a federal aid highway project to revise the Interstate 90 interchange at Belgrade in Gallatin County.

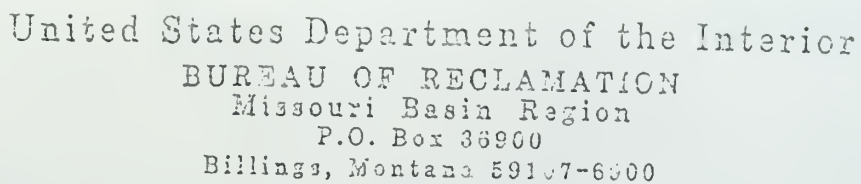
The proposed development will not have an adverse effect on any existing or future airport development.

The opportunity to review and comment on such proposals is appreciated.

Sincerely,

  
Susan S. Alexander  
Planning/Program Officer

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FEB 23 1988

Dear Mr. Kologi:

IR 90-6(48)298  
BELGRADE INTERCHANGE

Thank you for providing the opportunity to review the proposed project.

Sincerely yours,

D.S. LAVER  
B. E. Martin  
Regional Director

[illegible]





UNITED STATES  
DEPARTMENT OF THE INTERIOR  
FISH AND WILDLIFE SERVICE  
Fish and Wildlife Enhancement  
Federal Bldg., U.S. Courthouse  
301 South Park  
P.O. Box 10023  
Helena, Montana 59626

IN REPLY REFER TO:

FWE-61410

IR 90-6(48)298  
Belgrade Interchange

Mr. Stephen C. Kologi, P.E.  
Chief, Preconstruction Bureau  
Montana Department of Highways  
2701 Prospect  
Helena, Montana 59620

Dear Mr. Kologi:

We have reviewed the February 8, 1988, Notice of intent to revise the Interstate 90 Interchange at Belgrade, in Gallatin County.

Reportedly, no wetlands or perennial streams occur at the project location. Based on this, and because the project is located in a developed area adjacent to Belgrade, it appears unlikely that the project would have any measurable adverse impacts on fish and wildlife resources.

We appreciate the opportunity to comment on the project at an early planning stage.

Sincerely,

Wayne G. Brewster  
State Supervisor  
Montana State Office

cc: Director, Montana Department of Fish, Wildlife, and Parks,  
Helena, MT  
Paul Garrett, Montana Department of Highways, Helena, MT  
Suboffice Coordinator, USFWS, Billings, MT (FWE-61410)

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Soil  
Conservation  
Service

601 Nikles Drive, Box B  
Bozeman, MT 59715

September 8, 1989

Stephen C. Kologi, P.E., Chief  
Preconstruction Bureau  
Department of Highways  
2701 Prospect Avenue  
Helena, MT 59620

Dear Mr. Kologi:

Our office knows of no concerns with respect to soil or water issues related to the proposed revision of the Belgrade Interchange.

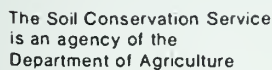
Thank you for the opportunity to comment. Should you have need of soil information, etc., please contact our office.

Sincerely,

Sincerely,  
  
 Thomas J. Puck

Thomas L. Pick  
Acting District Conservationist  
Soil Conservation Service

Date Recd.	Preconst.	9/12/89	Initial
Fact	MAIL FOLIO		
	<input checked="" type="checkbox"/> 01 Engineering Office <input checked="" type="checkbox"/> 02 Building Plans <input checked="" type="checkbox"/> 03 Mechanical Design <input checked="" type="checkbox"/> 04 Environment <input checked="" type="checkbox"/> 05 Agriculture <input checked="" type="checkbox"/> 06 Building Design <input checked="" type="checkbox"/> 07 Yards <input checked="" type="checkbox"/> 08 P&H Hoarding <input checked="" type="checkbox"/> 09 Photogrammetry <input checked="" type="checkbox"/> 10 Consultant Design		
	<input checked="" type="checkbox"/> 11 <i>Lepp</i> <input checked="" type="checkbox"/> 12 <i>File</i>		



## The seal of the State of Montana is a circular emblem. The outer ring contains the text "THE GREAT SEAL OF THE STATE OF MONTANA" in a circular arrangement. The inner circle depicts a landscape with a river, mountains, and a small settlement. At the bottom of the inner circle, the words "1889" and "E PLURIBUS UNUM" are visible.

COGSWELL BUILDING

HELENA, MONTANA 59620

**"AN EQUAL OPPORTUNITY EMPLOYER"**

State of Montana

# County of Gallatin

Bozeman



September 12, 1989

LR 15-4(65)

Mr. Stephen C. Kologi, P.E., Chief  
Preconstruction Bureau  
Department of Highways  
2701 Prospect Avenue  
Helena, MT 59620

Dear Mr. Kologi:

Thank you for your letter of September 5, 1989 concerning the intentions of the Department of Highways with regard to a proposed interchange at Belgrade.

We would support Alternative B as outlined in your letter. Rebuilding the interchange so that it would cross over Jackrabbit Lane would give Belgrade an opportunity for growth. It would also allow businesses south of the interchange to hook-up to the Belgrade sewer and water system.

Thank you for your consideration.

Sincerely,

GALLATIN COUNTY COMMISSION

Ramon S. White  
Ramon S. White, Chairman

Jane Jelinski  
Jane Jelinski, Member

A. D. Pruitt  
A. D. Pruitt, Member

vj

Date Recd. Preconst. <u>9/18/89</u>		MAIL ROUTE	Attn	Initial
Act	Info			
	<input checked="" type="checkbox"/>	20		
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	<input type="checkbox"/>	23 Loc. Road Design		
	<input type="checkbox"/>	24 Environment		
	<input type="checkbox"/>	25 Hydraulics		
	<input type="checkbox"/>	26 Surfacing Design		
	<input type="checkbox"/>	27 Traffic		
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DEPARTMENT OF COMMERCE  
AERONAUTICS DIVISION



STAN STEPHENS, GOVERNOR

P.O. BOX 5178  
2630 AIRPORT ROAD

STATE OF MONTANA

(406) 444-2506

HELENA, MONTANA 59604

September 13, 1989

Mr. Stephen C. Kologi, P.E.  
Preconstruction Bureau  
Department of Highways  
2701 Prospect Avenue  
Helena, MT 59620

Dear Mr. Kologi:

FILE: IR-6(48)298  
Belgrade Interchange

The Montana Aeronautics Division has reviewed the above-mentioned project; and, in our opinion, this project will not have any adverse effects on aeronautical activities in this area.

Thank you for the opportunity to comment on this project.

Sincerely,

Michael D. Ferguson, Administrator  
Aeronautics Division

*Barbara Groulx*  
Gerald C. Burrows, Chief  
Airport/Airways Bureau

bp

Date Recd. Preconst. <i>71-518</i>				
Act	Info	MAIL ROUTE	Attach	Initial
		30		
		30 Eng. Specialties		
		31 Contract Plans		
		32 Loc. Road Design		
		33 Environment		
		34 Hydraulic		
		35 Surfacing Design		
		36 Traffic		
		37 15. Hearing		
		Photogrammetry		
		Consultant Design		
		<i>Kapp</i>		
		File		



UNITED STATES  
DEPARTMENT OF THE INTERIOR  
FISH AND WILDLIFE SERVICE

Fish and Wildlife Enhancement  
Federal Building, U.S. Courthouse  
301 South Park  
P.O. Drawer 10023  
Helena, Montana 59626

RECEIVED

OCT 3 1989

MORRISON-MAIERLE/CSSA, INC.

IN REPLY REFER TO:

FWE-61130-BILLINGS

September 18, 1989

RE: IR-90-6(48)298  
Belgrade Interchange

Mr. Stephen Kologi  
Montana Department of Highways  
Public Hearing Office  
2701 Prospect Avenue  
Helena, Montana 59620

Dear Mr. Kologi:

We have reviewed your September 5, 1989 Public Notice concerning your intention to revise the Interstate 90 Interchange at Belgrade, in Gallatin County, Montana.

The U.S. Fish and Wildlife Service has previously commented on this proposal. However, in response to your Notice, we note that the bald eagle (Haliaeetus leucocephalus) occurs nearby as a winter resident and seasonal migrant and the peregrine falcon (Falco peregrinus) may occur as a migrant. Considering the specific nature, location and extent of the proposed project, we do not expect any related impacts to fish and wildlife, including endangered species.

Sincerely,

*John H. Wood*  
Kemper McMaster  
Acting State Supervisor  
Montana State Office

cc: Jeff Ryan, Montana Department of Highways (Helena, MT)  
BFA/ERT (Arlington, VA)  
Suboffice Coordinator, USFWS (Billings, MT)

9/19/89

Date Recd.	Preconst.	MAIL ROUTE	Attach	Initial
		30 Eng. Specialties		
		31 Contract Plans		
		32 Loc. Road Design		
		33 Environment		
		34 Hydraulic		
		35 Surfacing Design		
		36 Traffic		
		37 Pub. Hearing		
		38 Photogrammetry		
		39 Consultant Design		
		File		

"Take Pride in America"

United States  
Department of  
Agriculture

Soil  
Conservation  
Service

Federal Building, Room 443  
10 East Babcock Street  
Bozeman, MT 59715

September 20, 1989


Mr. Stephen C. Kologi  
Preconstruction Bureau  
Department of Highways  
2701 Prospect Ave.  
Helena, MT 59620

RE: IR 90-6(48)298 BELGRADE INTERCHANGE and  
IR 15-4(65)197 SIERRA ROAD INTERCHANGE

Dear Mr. Kologi:

We have reviewed the above works of improvement and have no comments to offer.

Sincerely,

  
RICHARD J. GOOBY  
State Conservationist

cc:  
Ron Batchelor, State Biologist, SCS, Bozeman, MT

Date Recd. Preconst. <i>9/27/89</i>		MAIL ROUTE	Attach	Initial
<input checked="" type="checkbox"/>	<i>10/18</i>	<i>10/18</i>		
<input checked="" type="checkbox"/>		20 Eng. Specifications		
<input checked="" type="checkbox"/>		21 Contract Plans		
<input checked="" type="checkbox"/>		22 Loc. Road Design		
<input checked="" type="checkbox"/>		23 Environment		
<input checked="" type="checkbox"/>		24 Hydraulic		
<input checked="" type="checkbox"/>		25 Grading Design		
<input checked="" type="checkbox"/>		26 Traffic		
<input checked="" type="checkbox"/>		27 Photo. Mapping		
<input checked="" type="checkbox"/>		28 Photogrammetry		
<input checked="" type="checkbox"/>		29 Concrete J. Design		
<input checked="" type="checkbox"/>		<i>Rapp</i>		
<input checked="" type="checkbox"/>				

DEPARTMENT OF HIGHWAYS

NOV 03 1989

STAN STEPHENS, GOVERNOR

2701 PROSPECT AVE.

STATE OF MONTANA

HELENA, MONTANA 59620

November 2, 1989

Ms. Marcella Sherfy  
State Historic Preservation Officer  
Montana Historical Society  
225 No. Roberts  
Helena, MT 59620

Subject: IR 90-6(48)298  
Belgrade Interchange

Please review the enclosed cultural resources report prepared by Bill  
Hay of Historical Research Associates.

*Mitzi Rossillon*  
Mitzi Rossillon, Archaeologist  
Environmental Section

MR:mb:4/j

Enclosure

**CONCUR**  
NO PROPERTIES ON OR ELIGIBLE  
FOR NRHP APPEAR LIKELY TO  
EXIST WITHIN PROJECT IMPACT AREA

**MONTANA SHPO**  
DATE *11/21/89* SIGNED *J. Huppe*





PUBLIC COMMENTS



3-14-88

cc: GA Jackson  
S.C. Kolagi  
K.F. Skyring

# Interstate 90 Interchange Committee

P.O. Box 268

BELGRADE, MONTANA 59714-0268

TELEPHONE (406) 388-4994

## MINUTES FROM 3 MARCH 1988

### MEETING OF THE COMMITTEE

#### PERSONS PRESENT

Doug Daniels  
Tom McIsaac  
Maureen Steckman  
Maurie Volkman  
John Ulberg

Sam Gianfrancisco  
Greg Waldon  
Mark Bordsen  
Bill Schmitz  
Ken Rapp

The meeting was called to order at 2:05 p.m. at the Belgrade City Council Chambers, Belgrade, Montana, by Maureen Steckman.

Sam Gianfrancisco, from the Gallatin County Road Office, presented copies of traffic counts from 1985 and 1988. The counts were on an average per day as follows:

Amsterdam Road	1985=1470	1988=2312	up	57%
Alaska Road	1985=none	1988= 255		
Jackrabbit North	1985=6460	1988=7210	up	11%
Jackrabbit South	1985=5360	1988=4705	down	13%
Jackrabbit Four Corners	1985= <u>2760</u>	1988= <u>2018</u>	up	36%

?

Sam Gianfrancisco also presented a traffic count from Amsterdam Road, Eastbound at Jackrabbit Lane, held on March 2, 1988 from 8:30 a.m. to 10:00 a.m. in clear weather. The count was 150 vehicles hand counted. The purpose was to determine the flow of traffic from Amsterdam Road onto the Belgrade Interchange. The results were as follows:

- 68 vehicles or 45.33% turn North toward Belgrade
- 53 vehicles or 35.33% go East on I-90 toward Bozeman
- 29 vehicles or 19.33% turn South toward Four Corners



This count was done after most of the morning commuter traffic. The significance of this is that the most traffic is on Amsterdam Road with no real major subdivisions in that area. If another subdivision goes in, the count would increase to 9000.

Maureen Steckman, Belgrade City Council, asked how the committee could best influence the State to do the interchange the way the committee wants it done instead of the way it's planned.

Ken Rapp from the Montana State Highway Department stated that the interchange was a rehab project based on the funds available, which are approximately \$1,540,000.00. The amount of monies needed to do the project the way the committee wants it done would be \$3-4,000,000.00.

*NO!*  
John Ulberg, area engineer for the Department of Highways, stated that Belgrade was competing with all the other cities in the State of Montana that need new or revisied interchanges. He brought a layout to show the committee of the revisions planned on the interchange. After the layout was done, his Department sent out a letter of intent describing the scope of work on the layout. He stated that it was an input seeking letter to provide for anyone having questions or comments about this project. On the layout, the engineer pointed out the changes the State proposed for the interchange. The Department is also looking at widening Jackrabbit Lane from the Interstate, South to Frank Road. Funding for the Interstate would be for touchdown to touchdown on the ramps. Funding for the changes on Jackrabbit Lane would be supplied by primary money. The engineer uses the traffic counts coupled with the subdivisions in the area and come up with the revisions on the layout, and are outlined in the letter of intent. His Department wants to line the ramps up in more of a 90 degree fashion so that the turn is not so hazardous, and increase sight distance. The structure would be widened on each side on the present alignment to provide over the structure a 20 foot median with a 16 foot raise in the center, 12 foot driving lanes, 10 foot shoulders and a 7 foot walk/bikeway on one side. On the other side would be a 14 foot median, two 12 foot driving lanes, and 6 foot shoulders. Another thing that was looked at was signals for the interchange on the north and south sides. Amsterdam Road would be moved over to the South, and so would the frontage road. The Department did a right-of-way study to see what it would take to do this. It would cost \$700,000.00 to do the right-of-way. *(Off the structure)*

It was asked by the committee that if the Department did the interchange as the committee proposed, would there be a need to secure so much right-of-way?

No!

John Ulberg said that the problems were due to the closeness of the ramps. That is why the right-of-way is needed. The State does not have a proposal. What he said today was where the project is now. The Department doesn't know if this is a good idea. The next step in the process would be with a consultant, to take what they have and work up an environmental document showing the impacts, right-of-way costs, utility and irrigation studies. Then the project will be put to a Public Hearing. At that time, the Department would have a preferred alternate. This job is in its infancy. It is a revision of the interchange, not a redo.

Doug Daniels brought up that everything on the South side of the Interstate should be a part of Belgrade. But, the way the interchange is in there, it forms a tremendous barricade.

Mark Bordsen stated that if the Interstate went over Jackrabbit, there would be a corridor for utilities needed for annexation of that area to Belgrade.

The traffic hazards that exist at the interchange were discussed by Greg Waldon, the Belgrade Police Chief. He stated that he has about half of the statistics available on these hazards. These statistics were not accidents that occurred right on the overpass or on the off-ramps.

Ken Rapp stated that the Department gets their information from the Highway and Traffic Department and has all the figures of that sort.

John Ulberg brought up that that was part of the process in calculating any project. He further stated that this is not a band-aid, or sub-standard design.

Maureen Steckman stated that the committee will draft a letter to respond to the letter of intent on the interchange. She also suggested that the committee ask the businesses and privated citizens to send letters also. She asked what will happen after the Department is inundated with letters.

Ken Rapp said that a formal response would be more effective than mass mailings. He also stated that the next step would be that the Department would study the alternative requested and give an answer.

John Ulberg brought up that the Federal Highway Commission will scrutinize any and all revisions to any interstate so that the revisions will meet all the regulations of the Federal Highway Commission.

Doug Daniels, a Citizen of Belgrade, stated that an additional interchange may have some other benefits on the social and economic impact on the City of Belgrade.

Ken Rapp stated that if the committee's recommendation is the best, even if it is the most costly, that the project would be delayed until after the year 2000 due to lack of funds.

Bill Schmitz, a Belgrade citizen, brought forward that this will really impact Bairs Truckstop. He felt that the committee should get any possible input from the owner of Bairs in this situation.

Another meeting will be held on March 14, 1988, at 7:00 p.m.

Meeting adjourned at 3:00 p. m.



# Interstate 90 Interchange Committee

P.O. Box 268  
BELGRADE, MONTANA 59714-0268  
TELEPHONE (406) 388-4994

## MINUTES FROM 14 MARCH 1988 MEETING OF THE COMMITTEE

### PERSONS PRESENT

Doug Daniels	Dan Chandler	Wallace Arneson
Greg Waldon	Maureen Steckman	Bill Auger
Joan Schrader	Mark Bordsen	Mark Lakey
Jack Joyner	Jim Monger	Joe Frost
Morris Volkman	Wilbur Visser	Dave Duffy
John De Vries	Glenn Sorlie	

Date Recd. Processed		MAIL ROUTE
✓	✓	10 Eng. Associates
✓	✓	11 Contract Firm
✓	✓	12 Loc. Area Design
✓	✓	13 Consulting Firm
✓	✓	14 Public Works
✓	✓	15 Public Hearing
✓	✓	16 Photo/Video
✓	✓	17 Consultant Design

The meeting was called to order at 7:00 p.m. at the Belgrade City Council Chambers, Belgrade, Montana, by Maureen Steckman.

Maureen Steckman read from the letter of intent from the State Highway Department. She stated that the people must respond individually as well as in groups to this letter as to what the people think of the Department's plans for the Jackrabbit Interchange.

Wilbur Visser, Gallatin County Commissioner, explained what the Department was doing and the plans laid out.

Doug Daniels, of Daniels and Associates, stated that we as citizens of Belgrade need to do a bonafide review, with a long-term cost analysis, in order to put Jackrabbit under the Interstate.

Maureen Steckman said that time was on our side because this project is in its infancy. She also said that an independent engineering firm would ultimately do a review of this project.

Jim Monger asked if safety would be increased, and if Jackrabbit Lane went underneath the Interstate, if it would be a four-lane road.



Wilbur Visser answered that safety was ultimately why this Interchange was being redone and, yes, Jackrabbit would be turned into a four-lane.

Marc Bordsen, Belgrade City Manager, brought up that in the March 3rd meeting, the committee asked Ken Rapp and John Ulberg of the State Department of Highways, of putting Jackrabbit under the Interstate. John Ulberg, area engineer, said such a change would delay the project five to six years, for additional study. The Department gave the impression of great reluctance to take this route.

Doug Daniels said that the Department places the interest of a project this size on where the people are most willing to participate and expediate the project.

Wilbur Visser stated that safety is **ONE** big factor in doing this job.

Maureen Steckman brought up that the People have to be aware that if they ask the Department to do an alternative plan, then the project would be delayed.

Mark Bordsen said that the reason the Department did the initial plan was because of the increased traffic counts in that area and also that statistics indicate that this Interchange is the second highest in accidents in the State. Great Falls was the first, and that Interchange was redone last year.

Jim Monger asked if a loop could be done.

Bill Auger, City Council, brought up that this was a remodel, not a reconstruction.

Wilbur Visser replied that to do a loop would actually cost a lot more due to the construction of overpasses on the frontage roads. Loops are not an option.

Doug Daniels stated that no matter what is done, the traffic flow will be disrupted.

Wallace Arneson, representing Valley Center, asked if it was true that the remodel will only last five years.

Doug Daniels estimated that it would last way longer than that.

The general consensus was that no matter what the Department does, it will be an improvement.

Dan Chandler asked how much wider the overall project would be.

Doug Daniels answered twice as wide, from about thirty to seventy feet.

Maureen Steckman read from the letter of intent:

"In addition to informing you of our intentions to develop this project, we would also like to request from you any information regarding problems this project could cause or eliminate. Environmental matters, views, or opinions for or against the project you feel might be appropriate will be appreciated."

She reiterated that individuals as well as groups need to send letters that state explicitly their feelings on this project.

Wilbur Visser stated that he felt the project would be started this summer, so expediency was a must.

Group consensus seemed to be that comparative costs of the two concepts are just guesses at this time. Further, it would not be improper to request the Department to review the feasibility and cost of putting the Interstate over Jackrabbit. The group has stated that the advantages of having Jackrabbit on the flat would be no turns on a slope, and utility access from the City to the north side of the Interstate.

Meeting adjourned at 8:05 p. m.

BELGRADE I-90 INTERCHANGE COMMITTEE  
P.O. BOX 268  
BELGRADE, MT 59714

URGENT\*URGENT\*URGENT\* \*RESPOND IMMEDIATELY\*

Mar. 16, 1988

Dear Businessperson/Interested Party,

Attached please find copies of letters regarding the I-90 Interchange from both the Dept. of Highways, and Belgrade I-90 Interchange Committee.

Please send your own letter, in your own words the problems you have encountered with the present interchange, and any other comments you would like to make.

Time is of the utmost importance. We need your help if we are going to successfully convince the Department of Highways to :

REVISE THE INTERCHANGE  
by PLACING I-90 OVER THE TOP OF JACKRABBIT LANE.

The benefits are numerous, but will greatly enhance Belgrade as a community, reduce traffic hazards (last year Belgrade's interchange was 2nd in the state for accidents) and provide a long term solution to the problem.

Please copy us in on your letters. Send copies to Belgrade I-90 Interchange Committee, P.O. Box 268, Belgrade, MT 59714. Your early response will be greatly appreciated.

Date Recd. Present 3/22/88

Act	Info	MAIL ROUTE	Attach	Initial
		30		
		30 Ling. Specialties		
		31 Contract Plans		
		32 Loc. Road Design		
		33 Environment		
		34 Hydraulic		
		36 Surfacing Design		
		36 Traffic		
		37 Pub. Hearings		
		38 Photogrammetry		
		39 Consultant Design		
		<i>Rapp</i>		
		File		

Respectfully,

*Maureen J. Steckman*  
Maureen J. Steckman  
Belgrade City Council  
Chair, I-90 Interchange  
Committee

BELGRADE I-90 INTERCHANGE COMMITTEE  
P.O. BOX 268  
BELGRADE, MT 59714  
(406) 388-6913

March 16, 1988

Stephen C. Kolgi, P.E. Chief  
Preconstruction Bureau  
Department of Highways  
2701 Prospect  
Helena, MT 59620

RE: IR 90-(48)298  
BELGRADE INTERCHANGE

Dear Mr. Kolgi:

Thank you for your letter of February 8, 1988, advising us of Montana Department of Highways intention to revise the Interstate 90 interchange.

We have had numerous public meetings, and formed a committee to review the possibilities. Sam Gianfrancisco, (Gallatin County Road Office) presented copies of traffic counts from 1985 and 1988. Ken Rap and John Ulberg attended our March 3 meeting, and brought the proposed layout for us to visually review.

The improvement of this interchange is essential. We respectfully request that the Department of Highways consider at least a cursory review of the following alternate:

REVISE THE INTERCHANGE  
BY PLACING I-90 OVER THE TOP OF JACKRABBIT LANE

Some of the significant problems the community has experienced with the existing interchange, which would not be alleviated by the Highway Departments' proposed solution as described in your letter of Feb. 8, 1988 are listed below. This list is not intended to be all inclusive.

1. We have problems with the elevation of the overpass for emergency vehicles. Due to the slope there is a serious problem with ice in winter.
2. The grade of Jackrabbit Lane/Amsterdam Road/Alaska Road is too great and results in unsafe conditions during winter months. This is particularly noticeable after the fire department has responded to a fire down Amsterdam Road and has spilled water on the intersection on the south side of the interchange creating a large area of ice.
3. We believe our proposed solution would significantly reduce potential traffic conflicts at the I-90 interchange.
4. Depending upon growth rates of the surrounding area the functional life expectancy of this solution would be from 25 to 35 years.



5. The separation between the off/on ramps and Alaska/Amsterdam Roads is too close (currently under 50 ft.), creating a dangerous conflict in traffic flows. Realigning the interchange ramps may alleviate some of this problem but will not get rid of the flow of traffic from Amsterdam Road which causes this area to be so heavily congested.

6. The City of Belgrade has recently approved a rezoning of an area north of the Interchange, off Amsterdam Road for a industrial park. The development of this area will add considerably to the demands of that interchange.

7. Although the Highway Department's proposal is a very good one, we are concerned that it doesn't address the real long term needs of the community. We all agree that SOMETHING needs to be done.

8. Social and Economic Impacts: Placing I-90 over Jackrabbit would enable the City of Belgrade to add water and sewer service to the south of I-90. The businesses in this area have received a significant amount of pressure from the state regarding their current means of sewage disposal and have expressed a desire for these services.

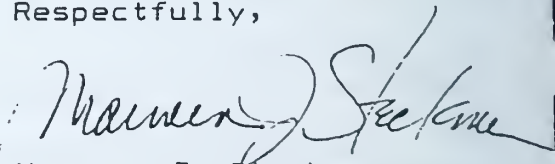
9. An even grade will allow much greater visibility on Jackrabbit. Due to the high traffic count on FAP 85 congestion is created from both Amsterdam Road and interchange ramps which gets slowed to a STOP in many cases due to the lack of visibility.

10. The Highway Department's proposal will require additional right-of-way to be secured. By placing I-90 over Jackrabbit, the existing right-of-way may be sufficient, thus saving the costs of securing these right-of-ways.

Based on the above concerns we respectfully submit the the Highway Department seriously consider this alternative to the proposed I-90 Interchange revision.

Please keep us informed, and copy us with any review that you may conduct.

Respectfully,

  
Maureen J. Steckman  
Belgrade City Council  
Chairman,  
I-90 Interchange Committee

# DEPARTMENT OF HIGHWAYS



TED SCHWINDEN, GOVERNOR

2701 PROSPECT

STATE OF MONTANA

HELENA, MONTANA 59620

February 8, 1988

IR 90-6(48)298  
BELGRADE INTERCHANGE

This letter is to inform you of the intentions of the Montana Department of Highways to revise the Interstate 90 interchange at Belgrade in Gallatin County.

The project is located within and adjacent to the interchange and includes the following revision (see attached map):

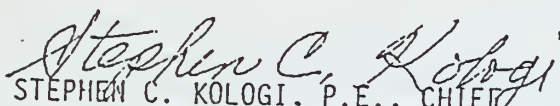
- widening the cross-road structure (Federal Aid Primary Route 85 and Federal Aid Secondary Route 291) to provide a median, a pedestrian crossing, and a bike way on the west side of the structure;
- widening FAP 85 from the cross-structure south for about 3/4 mile to the county road intersection;
- widening FAS 291 from the cross-structure north about 1/4 mile;
- realigning the interchange ramps for the eastbound and westbound traffic to locate the ramp terminals closer to the ends of the cross-road structure;
- relocating the junction of Federal Aid Secondary Route 347 (frontage road) and FAP 85, if feasible, to the south to increase the distance between the junction and the I-90 interchange;
- creating turn bays in the cross-road median; and
- signalization of the ramp terminals on the north side of the structure.

February 8, 1988  
Page 2

No firm letting date has been established. This will depend on problems encountered during design, the availability of funding, and the acquisition of new right-of-way.

In addition to informing you of our intentions to develop this project, we would also like to request from you any information regarding problems this project could cause or eliminate. Environmental matters, views, or opinions for or against the project you feel might be appropriate will be appreciated.

The attached list indicates those agencies to which this letter is being sent. If you are aware of other agencies or groups that might be affected or concerned and are not on the list, please let us know and we will contact them.

  
STEPHEN C. KOLOGI, P.E., CHIEF  
PRECONSTRUCTION BUREAU

32-SCK:LRT:cm:5/d

Attachments

cc: D. M. Harriott  
S. C. Kologi  
D. S. Johnson  
K. G. Rapp  
✓ K. F. Skoog  
R. E. Champion  
N. H. Rognlie  
R. T. Rask  
J. R. Ricker  
G. A. Jackson  
D. P. Bartsch  
L. J. Ivanovitch







615 SOUTH 16th AVENUE  
LAW AND JUSTICE CENTER  
BOZEMAN, MONTANA 59715  
TELEPHONE: (406) 585-1410

**MIKE SALVAGNI**  
COUNTY ATTORNEY

Date Recd. Present		3/23/88	
Act	Info	MAIL ROUTE	Attch
		30	
		30 Imp. Specialties	
		31 Contract Plans	
		32 Loc. Road Design	
		33 Environment	
March 21		34 Traffic	
		35 Surfacing Design	
		36 Truffle	
		37 Pub. Hearing	
		38 Photogrammetry	
		39 Consultant Design	
		<i>V. Rapp</i>	



Re: Belgrade I-90 Interchange

Dear Mr. Kolqi:

I am writing this letter as a resident of Belgrade, Montana. I have lived in Belgrade since July of 1976. I am very familiar with the Belgrade I-90 Interchange, as I commute to Bozeman each day.

There is no question that everyone involved with the Interchange recognizes its danger and the need for alterations. It appears that there may be a disagreement between the local committee and your department as to how the alterations should be made.

My purpose in writing this letter is to encourage the State Highway Department to perform the necessary studies to determine which proposal will benefit the Belgrade community, the public safety and the long term interest of the public's tax dollars. A less costly immediate solution to a problem may result in more costs to the taxpayer in the future.

I trust that your department will do a comprehensive and thorough study of all of the proposals before making a final decision. Your interest in the Belgrade community is appreciated.

Sincerely,

Mike Salzy

Mike Salvagni  
County Attorney

bk1

Cc: Maureen Steckman, Chair, Belgrade I-90 Interchange  
Committee, P. O. Box 449, Belgrade, Montana 59714  
Marcus Bordsen, Belgrade City Manager, P. O. Box 268,  
Belgrade, Montana 59714

March 22, 1988

Stephen C. Kolgi, P. E. Chief  
Preconstruction Bureau  
Department of Highways  
2701 Prospect  
Helena, Mt. 59620

Dear Mr. Kolgi,

This letter is in reference to the proposed changes to the Belgrade interchange on I-90.

After reviewing the changes that the Department of Highways is proposing and also reviewing the alternatives the Belgrade I-90 Interchange Committee has come up with, I would tend to concur with the committee alternative.

Though the Department of Highways plan is a good one to remedy some of the problems, I believe that for safety and economic reasons, the alternative is better. This change in the interchange configuration gives us all a chance to better our economic outlook. With the help of the Department of Highways, we can insure a better future for the growth of Belgrade. As the interstate is now, it has created a barrier to the expansion of the city. Some of the services that the city can provide is needed, and has been asked for from some of the businesses south of the interchange. With the interstate going over Jackrabbit Lane, we would have continuity between the two sides of the interstate that does not exist now.

Safety wise, I have a concern about the traffic flow on the south side of the interchange. Alaska Road South and Amsterdam Road should line up further from the interchange. With a potential of increased truck traffic coming off the interstate and going onto Amsterdam, I believe there is a possibility of a bottle neck created. As this road is now, some truckers have had a real problem in making this turn. There is a lot of traffic on that overpass and as the area grows, the traffic impact will be even greater.

The plan the Department of Highways proposes has a lot of merit and if this is the plan that we will have to live with, I believe that Jackrabbit north from the interchange should be widened one more block to Madison Street and not just to Jefferson. Most traffic that flows off the interchange turns on Jefferson to our downtown area. Widen Jackrabbit to Jefferson would help the general flow of traffic.

I submit to you that you seriously consider alternatives to the existing plan and work hand in hand with the community of Belgrade to ensure a safe, and economic future for us all.

[illegible]

Respectfully,

Cam Chintanon

Cam Christianson  
Service Manager,  
Mountain Bell

Box 4133

Bozeman, 59712-4133

CITY OF BELGRADE  
STATE OF MONTANA

25 March 1988

Mr. Jerry Wade  
Maintenance Chief  
State Highway Department  
P.O. Box 1110  
Bozeman, MT 59771-1110

Re: Speed limits on state highways in Belgrade

Dear Mr. Wade,

It is my understanding that a letter on this issue is to be directed to you.

The Belgrade City Council meeting format provides opportunity for public comment. At the March 21st, 1988 meeting of the City Council, a suggestion was heard to reduce the speed limit of the Jackrabbit Lane Interstate Overpass to a slower speed. The Citizen who contacted the City had already spoken with Highway Department personnel in Bozeman and Helena. He understood that the proper procedure was for the City to formally request a study regarding the possibility of decreasing the speed limit. Consequently, he brought the matter to the City's attention. This individual stated that he was a truck driver, and that he had witnessed a lot of accidents in the vicinity of the overpass. He felt that a slower speed, and perhaps a warning sign (such as: "high accident prone area" or a warning light which would flash if the speed limit was being exceeded) would be a temporary solution to the danger of the overpass.

As a result of this statement, the Belgrade City Council, by motion, did authorize the City Manager to request the appropriate speed studies for the Jackrabbit Overpass area over Interstate 90, and in addition, for the peripherhal areas of the City limits of Main Street and Broadway, both of which are State highways.

We would be pleased to be notified of progress towards the implementation of these studies, as an initial step towards a safer community.

Sincerely,

*Mark Bordsen*  
Mark Bordsen  
City Manager

RECEIVED

MAR 28 1988

DEPT. OF HIGHWAYS  
BOZEMAN, MONTANA

file: ltr/wade.325

Info	MAIL ROOM
3/30/88	
30 Eng. Spec's	
31 Contract Pln	
32 Loc. Road C	
33 Environmen	
34 Hydraulic	
35 Surfacing D	
36 Traffic	
37 Pub. Heari	
38 Photogramr	
39 Consultant	
File	



County of Gallatin

Date Recd. Precomat. ± 1-5-85		Initial	Attach
Act	Info	MAIL ROUTE	
	✓	30 Information	
		30 Eng. & Facilities	
		31 Contract Plans	
	✓	32 Loc. Road Design	
		33 Environment	
		34 Hydraulics	
		35 Surfacing Design	
		36 Traffic	
		37 Pub. Meeting	
		38 Photogrammetry	
	✓	39 Consultant Design	

It is our contention that Jackrabbit Road must be made into a four-lane from two blocks north of I-90 to Frank Road on the south side. The two frontage roads on the south side of I-90 would be left at the same location and additional right-of-way would not have to be purchased. The intersection of these two roads with Jackrabbit Road can be controlled with signals. There is more than a sufficient amount of base road material in place now to construct all of the I-90 ramps and for widening Jackrabbit Road to a four-lane.



Stephen Kologi  
April 11, 1988  
Page Two

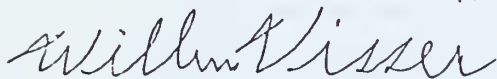
It is for these reasons that I believe the cost of this project should be less than the three to four million dollar estimated cost. I am concerned that the plan presented is simply a band-aid approach to a serious problem and will only service the needs of the citizens of Gallatin County for a very short period. The expense incurred to put your plan in place will certainly not be justified when we will still have a major safety factor that will not be properly addressed.

As a citizen of Gallatin County and at present a County Commissioner, I do not believe that you will be doing a service to Gallatin County and specifically the Belgrade area with this short term approach to a major problem. The citizens of Gallatin County and the trucking industry pay a large amount of fuel tax dollars for the maintenance of safe roads and interchanges.

The citizens of Gallatin County and Montana deserve the best solution to the anticipated problems with the interchange.

Thank you for your consideration.

Sincerely,



Wilbur Visser, Chairman  
Gallatin County Commission

WV:vj

April 14th, 1988

Stephen C. Kolgi, P.E. Chief  
Preconstruction Bureau  
Department of Highways  
2701 Prospect  
Helena, Mt. 59620

Dear Mr. Kolgi:

Re: IR 90-(48)298  
Belgrade Interchange

We believe the improvement of this interchange is essential. We have had problems with the elevation of this overpass during the Winter months. Due to the slope there is a serious problem when driving on it when icy. The proposed solution would add to the safety of all drivers using Jackrabbit and the even grade would allow a much greater visibility too.

Based on the above comments by my husband and myself we respectfully submit to the Highway Department this alternative to the proposed I-90 Interchange revision.

Respectfully,

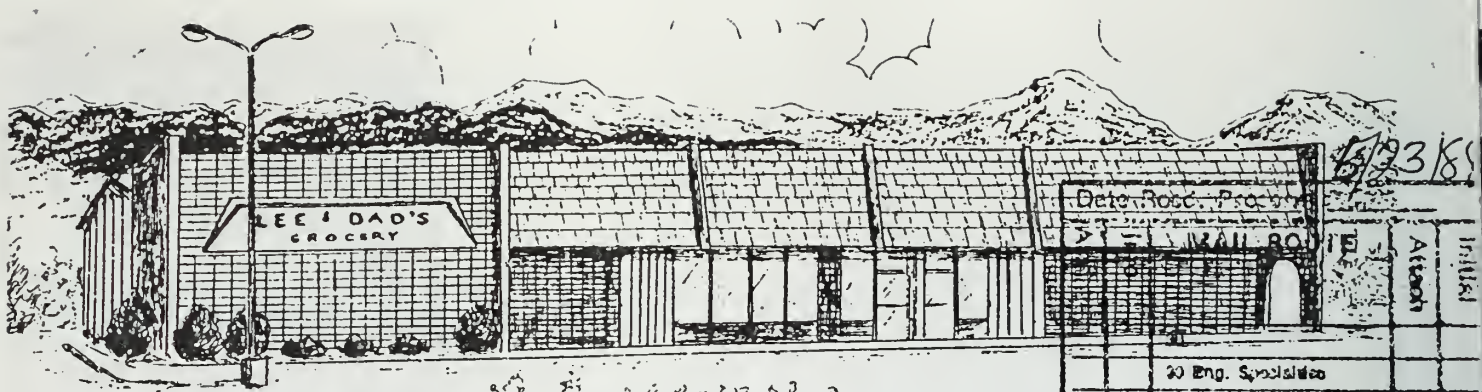
Walter T. Kozubski  
Marie S. Kozubski

*Walter T. Kozubski*  
*Marie S. Kozubski*

CC: City of Belgrade  
File

*P.O. Box 1206*  
*Bozeman, MT 59711-1206*

Date Recd. Preconst. 4/18/88		MAIL ROUTE	Attach	Initial
Act	Info			
		30		
		31 Eng. Speculation		
		32 Contract Plans		
		33 Env. Feas. Design		
		34 Bidder Request		
		35 Hydraulic		
		36 Building Design		
		37 Traffic		
		38 Pub. Hearing		
		39 Final Contract		
		40 Consultant Design		
		<i>Kapp</i>		



BOX 67 - 205 MADISON AVE.  
May 6, 1988

BELGRADE, MONTANA 59714

Stephen C. Kolgi, P. E. Chief  
Pre Construction Bureau  
Dept. of Highways  
2701 Prospect  
Helena, MT 59620

Dear Mr. Kolgi:

This letter is in regard to the Belgrade Interchange IR 90-6 (48)298, Belgrade, Montana. After studying both the plan proposed by the Department of Highway and the alternative proposed by the Belgrade City County Planning Board, we feel the alternative proposal is far superior. The initial proposal by the Department of Highways seems to be a short term solution to a long term problem.

Seeing the growth in the area South of the Interchange, we feel that traffic must go underneath the Interstate instead of over it. We have already noticed pre-existing traffic problems during icy weather with people trying to get up the ramps even without stop lights. Running the highway underneath would eliminate this problem. An existing problem we see now is the low visibility problem due to the arch in the overpass. Passenger cars have problems seeing a safe distance for pulling off the Interstate. This problem would not be alleviated with the State proposed plan.

I hope these problems are considered when the plans are studied.

Thank you for your attention to this matter.

Sincerely,

*James H. McMilin*  
James H. McMilin  
Owner

*Daniel L. Gustafson*  
Daniel L. Gustafson  
Owner

copies Highway Dept.  
Hert Hellebust  
18 Cypress Drive  
Havre, MT 59501

Roy Duff  
Box 185  
Whitefish, MT  
59937

Paul Foster  
3022 Ramada  
Billings, MT  
59102

Gerald T. Archambeault  
Box 512  
Glasgow, MT 59230

Maria Murray  
1416 Westgold  
Butte, MT 59701

Date Recd.	Project	Initial	Attach
5/23/88	IR 90-6		
	20 Eng. Specialist		
	21 Contract Plans		
	32 (48)298-416		
	33 Environment		
	34 Hydraulic		
	35 Surfacing Design		
	36 Traffic		
	37 Pub. Hearing		
	38 Photogrammetry		
	39 Consultant Design		
	File		



#6 Gallatin Field  
Belgrade, Montana 59714  
Telephone 406-388-6632

CC: Wilbur Visser  
Mark Bordsen

Date Recd.	Precount.		MAIL ROUTE	Attach	Initial
			30		
May 5,	1988		Speculation		
		<input checked="" type="checkbox"/>	Contract Plans		
			32 Loc. Road Design		
			33 Environment		
			34 Hydraulic		
			35 Surfacing Design		
		<input checked="" type="checkbox"/>	36 Traffic		
			37 Pub. Hearing		
			38 Photogrammetry		
		<input checked="" type="checkbox"/>	39 Consultant Design		
		<input checked="" type="checkbox"/>	Filing		



CITY OF BELGRADE  
STATE OF MONTANA

29 June 1988

Mr. Stephen C. Kolgi, Chief  
Preconstruction Bureau  
Department of Highways  
2701 Prospect  
Helena, MT 59620

Dear Mr. Kolgi,

I am enclosing, at the suggestion of a concerned Council Member, information about a recent accident on the Belgrade I-90 Jackrabbit Interchange. A newspaper clipping is enclosed.

What is pertinent about this accident is that it seems to highlight a design problem which the City maintains can best be corrected by putting Jackrabbit Lane on the flat, and routing the Interstate over Jackrabbit.

There are six side approaches to this interchange, two which serve as exits to I-90. The interchange overpass is sloped so that visibility from one approach over the interchange to the other side is limited. In the case of the accident cited in the clipping, a pickup was northbound over the overpass and it collided with a passenger vehicle which had exited I-90 and which was attempting a left-hand turn to drive south over the overpass. The question is whether or not the grade on the overpass has enough visibility to allow a driver coming off the Interstate exit to make a safe turn. We would argue that even if a person was driving defensively against a speeding driver coming across the overpass, the visibility is not adequate. We further suggest that merely widening the overpass and installing traffic signals and turning lanes would also not resolve the hazard nearly as well as putting Jackrabbit Lane on the flat and taking the Interstate across above it.

Thank you for your cooperation and consideration.

Sincerely,

*Mark Bordse*  
Mark Bordse  
City Manager

cc: Senator Max Baucus, Helena  
Gallatin County Commissioners, Bozeman

file: ltr/kolg.629 vol. IV

Date Recd. Preconst. 7/5/88		MAIL ROUTE	Attach
Act	Info		
		30	
		30 Eng. Specialties	
		31 Contract Plans	
		32 Loc. Road Design	
		33 Environment	
		34 Hydraulic	
		35 Surfacing Design	
		36 Traffic	
		37 Pub. Hearing	
		38 Photogrammetry	
		39 Consultant Design	
		<i>X</i>	
		File	





Photo by Devon Ann Sorille

## Under the sprinkler

Washing cars on Saturday at the Valley Center Shopping Center. The Vegas July 27-31. Striking a pose in the sprinkler system at the Starkey and Kirstin Sware.

## Justice Court

Cases were heard at the Peace, H.P.

Alverson, 16, Fair-vehicle on through

elsch, 20, Expired

Shandera, 25, No card, \$510; Fail- to department license, \$35; no

ve, 31, no belts,

is, 47, Reckless served; obey all right to impose

, 21, Careless

onner, 33, over-

ttion, 30, speed-

rbn, 38, Fail to ; no insurance,

Gary Walter Monforton, 25, improper passing, \$40.

Monte Lee Cooper, 35, expired registration, \$30.

Jerry Lee Francisco, 42, speeding, \$40.

Jeffrey Deen Shipp, 29, expired registration, \$30.

Cody Lee Mitchell, 26, night speeding, \$50; expired registration, \$30.

Rex Michael Welton, 41, fail to obey stopsign, \$40.

Ann Therese Hanson, 27, night speeding, \$40.

Stephen Michael Wildman, 21, speeding, \$50.

Dawn Marie Doyle, 21, Careless driving, \$60.

## lunch menus

Park in Manhattan. The family includes sons, Mr. and Mrs. Arlen Tofslie, Eddie and Charissa of Laurel, Mr. and Mrs. Roger Tofslie, Kelli and Staci of Belgrade, Mr. and Mrs. Wayne Tofslie of Bozeman, and Tracy Tofslie of Williston N.D., and daughters Mr. and Mrs. Ken (Pat) Poelman, Josh and Jason of Manhat-

## Interstate overpass scene of accident

The overpass of I-90 was the scene of two-vehicle accident that injured a Belgrade woman Saturday evening.

Barbara M. Clark of Belgrade was northbound on the overpass at about 10:30 p.m. Saturday when her pickup truck collided with a vehicle driven by Kent B. Cathey, 24, of Bozeman. According to the Montana Highway Patrol Officer Bob Koch, Cathey had exited from I-90 at the Belgrade interchange and was attempting a left-hand turn to head south.

Koch said Cathey's vehicle stopped in the middle of the road while Clark's truck hit a guardrail, flipped over it and rolled down an embankment onto the northwest side of the interchange.

The 28-year-old woman was thrown from her truck and pinned until the truck was rolled off of her by a passing motorist. She sustained a broken hip among other injuries, Koch said.

Cathey and passenger Charles M. Noel, 23, Belgrade received cuts and bruises. They were treated at Bozeman Deaconess Hospital and released.

None of the three involved in the accident were wearing seat belts. No citations have been issued as of Tuesday afternoon and the investigation is continuing.

David and Stephanie of Manhattan. Marla is then niece who lived with them in Manhattan. Unable to attend was Mary's husband Thomas, and Tracy's girlfriend, Renee Roll.

Other relatives attending were Ed's brother and wife Mr. and Mrs. Lyle Sander of Newberg, O.R. and Mr. and Mrs. Charles Guiot, Alice's brother, who was best man at their wedding. Nephews Mr. and Mrs. Terry Bakken and Brandon of Brady, MT, Mr. Dale Bakken, Keley and Robbie of Augusta, MT, Mr. Charles Guiot Jr. of Bozeman, nieces Mr. and

My and ner and Cre and tan, ley, of Bo Ec in Thre by R resid daug



## Library receives \$

Kaudie LaMunyan of the Beta Sigma Phi Kapp \$100 to Karen Rogers, librarian of the Beta social/service chapter comprised of 11 Belgrade the money to the library's building fund. The money was raised at the Sweet Pea Festival and with a 5 LaMunyan said.

Valley Bank of Belgrade

Advertisement for a business or service, featuring a large image of a person and text.



L.E. AMMONDSOHN  
MANAGER

March 8, 1988

Stephen Kologi  
Department of Highways  
2701 Prospect  
Helena MT 59620

RE: ID 90-6(48)298  
Belgrade Interchange

Dear Mr. Kologi:

We have reviewed the project to widen the Belgrade Interchange and approaches and have determined that there may be some conflicts with Montana Power Company facilities. We have a 50KV transmission line with 12,000 volt underbuild paralleling Highway 191 the entire length of the project. In addition, there are several natural gas lines in the area. These have been field located for your surveyors and should appear on your construction drawings.

As the project approaches reality, I'm sure we will be working together to clear any and all conflicts.

Very truly yours,

*Randy*  
Randy Sullivan  
Division Superintendent

cc: Stan Senechal

RS/lh

Date Recd. Preced. <i>3/9/88</i>				
Act	Info	MAIL ROUTE	Attach	Initial
		30		
		30 Eng. Specialties		
		31 Contract Plans		
		32 Loc. Road Design		
		33 Environment		
		34 Hydraulic		
		35 Surfacing Design		
		36 Traffic		
		37 Pub. Hearing		
		38 Photogrammetry		
		39 Consultant Design		
		<i>App</i>		
		File		



# Montana MOTOR CARRIERS Association Inc.

B.G. HAVDAHL, EXECUTIVE VICE PRESIDENT  
 501 NORTH SANDERS  
 P.O. BOX 1714, HELENA, MONTANA 59624  
 TELEPHONE: AREA CODE 406 442-6600

November 20, 1989

Mr. Stephen C. Kologi, P.E. Chief  
 Preconstruction Bureau  
 Montana Department of Highways  
 2701 Prospect Ave.  
 Helena, MT 59620

Dear Mr. Kologi:

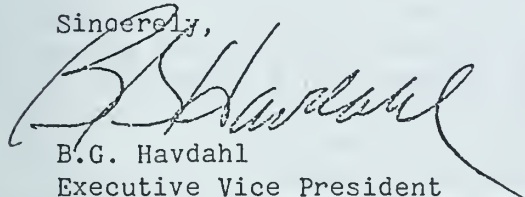
Please enter this letter into the record of the information meeting you have scheduled in Belgrade, Montana for Wednesday, November 29, 1989 relating to the Belgrade Interchange project at the Interstate Highway 90 (I-90) interchange located near Belgrade in Gallatin County.

The Executive Committee of the Montana Motor Carriers Association voted unanimously at its November 16, 1989 meeting in Helena to support the revision of the existing interchange to improve safety. The position of Montana Motor Carriers Association is to support Alternative B as outlined in your September 5, 1989 memorandum on the subject. MMCA feels that the interchange needs to be rebuilt so that Interstate 90 crosses over Jackrabbit Lane rather than under as it now exists. We certainly agree that this alternative will provide a safer point of access between I-90 and Jackrabbit Lane (FAP 85/FAS 291) then is presently in existence.

The Montana Motor Carriers Association represents some 325 motor carrier members doing business in and through Montana. The carrier members operations range in size from one-truck operators to carriers with fleets of 300 plus trucks. Safety on all highways is a prime concern of these carriers.

We wish to thank you for the opportunity of going on record in support of Alternative B.

Sincerely,

  
 B.G. Havdahl  
 Executive Vice President

cc: MMCA Executive Committee

BGH/ks

Date Recd.	Frequency	11/22/89
Info	1001 ROUTE	
✓	30 Preconst Engr	
✓	30 Assistant	
	30 Office Mgr	
	22 Road Design	
✓	33 Environment	
	34 Hydraulics	
	35 Survey & Mapping	
	36 Traffic	
✓	37 Consultant	
✓	38	
✓	39	
MEMBER		
REFERENCES	THE TRUCKING INDUSTRY IN MONTANA	
✓	FILE	





*Sent to Consultant  
12-14-89  
Bob Grant*

**RECEIVED**

DEC 18 1989

VERNE H. BALLANTYNE  
P. O. BOX 477  
Bozeman, MT 59771

MORRISON-MAIERLE/CSSA, INC.

November 30, 1989

Mr. Ray Grant, Supervisor  
District Engineering Services  
Montana Department of Highways  
P. O. Box 3063  
Butte, MT 59702

IR 90-6 (48)

Dear Mr. Grant:

Following the Belgrade meeting last night the following was agreed to as a third alternative or Alternative "C" to the Belgrade Overpass problem. This suggested alternative consists of two parts as follows:

PART I-- As an "immediate" solution to the present problem:

- a- Rebuild the Amsterdam-Alaska road to enter the Jack Rabbit Lane at some distance south of the present interchange, thus removing one of the principle hazards of the present interchange.
- b- No further change or construction to be made at the present interchange in view of the second part of this suggested Alternate Plan "C" as follows:

PART 2-- Build an interchange east of Belgrade, opposite of where the airport road intersects Highway # 10. The cost factor is estimated to be comparable to Plan "B" or less.

The advantages of this Alternate Plan "C" are as follows:

- a- Part 1 construction can be carried on with very little disruption of the traffic and businesses of the immediate area and the cost of this Part 1 would be minimal.
- b- The impact of construction of the second part of Alternate "C" with present business and traffic flow would be much less than of the Alternate "B".
- c- The availability and convenience of the new interchange, together with Part I of this Alternate "C" would soon eliminate the extreme congestion of the present interchange system with a minimum of disruption of the present flow of traffic and business.
- d- An additional advantage to this Alternate "C" Plan is it would give convenient access for the airport traffic to the Interstate 90 thus removing the excessive traffic on the frontage # 10 Highway. It would also provide a much more convenient access to Belgrade from all Bozeman traffic. The present exits by both Alternate Plans "A" and "B" do not deal with this awkward and inconvenient problem.

Very truly yours,

Verne H. Ballantyne

*Verne H. Ballantyne*

Date Recd. Preconst. 12/14/89	
Act	Initial
	30 Preconst Engr
	30 Assistant
	30 Office Mgr
	32 Road Design
	33 Environment
	34 Hydraulics
	35 Survey & Mapping
	36 Traffic
	37 Consultant

5 sent to Consultant  
12-26-89  
Belgrade

Mr. David S. Johnson, P.E. Chief  
Preconstruction Bureau  
Montana Department of Highways  
2701 Prospect Ave.  
Helena, MT 59620

Dear Mr. Johnson:

Date	Recd.	Preconst.	6-10-78
		<b>MAIL ROUTE</b>	
Initial			
Attach			
Act			
		30 Preconst Engr	
		30 Assistant	
		33 Office Mgr	
		32 Road Design	
		33 Environment	
		34 Highways	
		35 Survey & Mapping	
		36 Traffic	
		37 Consultant	
		<i>[Signature]</i>	

-Belgrade's Proposal = Alternative B (ALT B)

ALT 8 can allow for a utility corridor and the width and size of that corridor should be planned.

\*Ice on the slope and bridge of the overpass is a hazard. It is more dangerous to have to turn on ice as opposed to driving straight and not facing on-coming traffic (as would be the case if I-90 is carried over Jackrabbit in ALT B)

\*From the perspective of line-of-sight, or vertical curve, the ALT A is still a hazard. Moving the approach closer to the bridge or raising them will make ALT A somewhat safer than the existing structure, but ALT B is the safest.

\*It is safer for pedestrian traffic to keep their route on

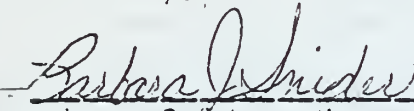
CITY OF BELGRADE  
STATE OF MONTANA


the level. Although ALT A was shown to have a walkway, no such plans were shown for ALT B. ALT A proposed a combined bicycle/walkway, but is it good judgement to combine pedestrians and bicycles? Further, a walkway on ALT A would have to be fenced for pedestrian safety and also prevent objects from being dropped on traffic below. Routing pedestrian traffic over fast interstate lanes is not safe design. Furthermore, any such protective fencing or barriers again will limit off-ramp vision.

\*Signals at off-ramps in ALT A will cause greater stalling problem on ramps.


The City for its records would like to have a copy of the recordings of the scoping meeting and, if there is a written transcription or summary, a copy of that also.

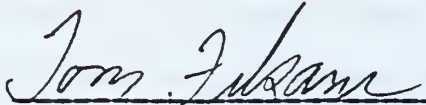
Sincerely,


  
Barbara Snyder, Mayor


  
Mark Lakey, Council

  
Bill Auger, Council

  
Cam Christianson, Council

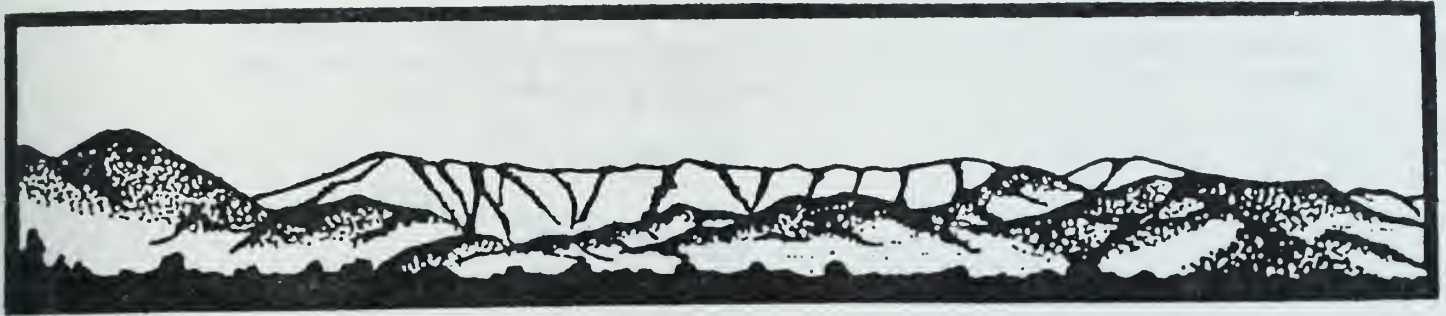
  
Tom Fikani, Council

  
Jack Joyner, Council

  
Brad Cooper, Council



## Belgrade Chamber of Commerce



February 6, 1990

Mr. Stephen C. Kologi, P.E. Chief  
Pre-construction Bureau  
Montana Highway Department  
2701 Prospect  
Helena, MT 59620

Dear Mr. Kologi:

The City of Belgrade, and the Transportation Committee of the Belgrade Chamber of Commerce, would like to clarify our position on the I-90 Interchange Project discussed at the informational meeting held in Belgrade on November 29, 1989.

We are concerned with several factors concerning the changes, foremost of these is the safety factor. This interchange has one of the highest accident rates of any instate exchange, statewide. By putting the interstate over Jackrabbit Lane, we feel that this would greatly alleviate the danger, as well bring numerous other benefits to the entire valley. Belgrade is no longer a small rural community, and that's what the interchange was designed for.

We realize that the highway department does not have the additional funds for the proposal that we have submitted. In light of that, we have begun working with our state's Senators. Senator Max Baucus has received our proposal, and has assured us that money could be available to supplement the money earmarked for this project. There are several suggestions that he has given us, to make our proposal more appealing to the Federal Highway Department.

It is obvious to both Senator Baucus and our committee, that we have a much better chance of receiving these funds if we go to the Federal Highway Department with a proposal that we both agree on.



We would like to to meet with you as soon as possible, to discuss such a proposal, and answer any question you may have. We look forward to hearing from you soon.

Sincerely,

*Bill Auger*

Bill Auger  
Belgrade City Council

*John E. Youngberg*

John Youngberg  
Belgrade Trans. Committee  
Belgrade Chamber of Commerce

United States Senate  
WASHINGTON, D.C. 20510  
**RECEIVED**

MAR 6 1990

MORRISON-MAIERLE/CSSA-WCY  
FEB 21, 1990

Mr. Larry W. Larsen  
Director  
Montana Department of Highways  
2701 Prospect Avenue  
Helena, Montana 59620

Dear Larry:

I understand from Bill Auger that you are in the process of putting together an updated plan for improving the interchange on I-90 at Belgrade. I write to offer my help in attempting to secure any necessary federal funding.

I have told Bill that, as always, it will be necessary for the State, the local community and the congressional delegation to work together if there is to be any chance for congressional action. In this case, I know he is concerned that the State may in its earlier plans not have adequately addressed three issues -- (1) safety of school children crossing from one side of the freeway to the other, (2) possible obsolescence of planned improvements as the community grows, and (3) State Highway Patrol concerns.

I would appreciate your letting me know of progress on plans for improving this interchange and whether the changes being suggested by Bill and others in Belgrade would be supported by the State. Specifically, would the State like to pursue congressional funding adequate to pay the difference between the State's existing plan for improvements and the plan being proposed by Bill and others in Belgrade? If so, or if the State has any alternative plan, I would appreciate your estimate of the amount of additional funds needed and your timetable for seeking such funds.

Thank you for your assistance.

With best personal regards, I am

Sincerely,

*[Handwritten signature]*



*Brad Peterson*

# *Belgrade Rural Fire District*

BELGRADE, MONTANA 59714

February 26, 1990

An Open Letter to Those  
Concerned with the Safety  
of Those Using the I-90  
Overpass at Belgrade

To Whom it May Concern:

The Belgrade I-90 overpass is of particular concern the the Belgrade Rural Fire District. There are two major problems (aside from the numerous accidents that we assist on) that affect fire department operations.

The first major problem lies in insuring the safety of our firefighters in their response to emergencies which entail utilizing the I-90 overpass. Due to poor visibilty, excessive traffic and numerous vehicles pulling out from off-ramps and businesses the District has determined that our fire apparatus will maintain a speed of no more than 35 m.p.h. when traversing the overpass on emergency responses. This has been District policy for many years.

The second major problem lies in that two/fifths of the Fire District lies on the southern side of the I-90 overpass. If both lanes of Jackrabbit on either side of the overpass were blocked for some reason, our response to the southern part of the District would be severely hampered. We could cut fences and drive across the highway but that also would be impossible in times of heavy snow accumulation.

Both of these problems would be solved by reconstructing the interchange in which Jackrabbit Lane would be flat and of four lanes with I-90 passing over Jackrabbit. If there are any questions regarding this matter, please feel free to contact me.

Sincerely,

*Bradley C. Johnson*  
Bradley C. Johnson  
Fire Chief



HOME OFFICE  
P.O. BOX 20099  
BILLINGS, MT 59104-0099  
PHONE: (406) 252-3999  
FAX: (406) 252-3058

A DIVISION OF MOUNTAIN STATES PETROLEUM CORP.

August 25, 1992

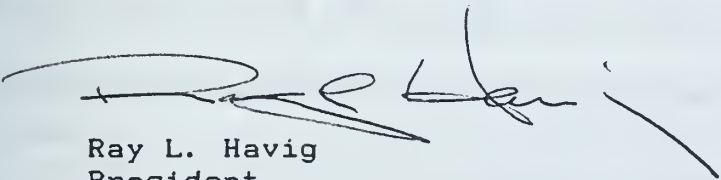
To Whom It May Concern,

This letter is the position statement of Mountain States Petroleum regarding the proposed improvements to the Belgrade Interchange in Belgrade, Montana.

Mountain States Petroleum owns and operates the Bairs Truck Stop in Belgrade, MT. This establishment employs 73 people and is the key financial contributor to a family held Montana business that was established in 1958. It is critical to the security of the jobs and the financial interest of Bairs Truck Stop that it not be cut off from the interstate during the remodel phase of the interchange. Conversations with State Highway Officials indicate that this is going to be difficult at best and that depending on the proposal chosen the truckstop will be isolated from the interstate for a prolonged period of time. Cutting the truck stop off from the interstate will cause loss of business and jobs that will never be regained and will permanently damage a business that is one of the areas largest employers.

Mountain States Petroleum therefore opposes the construction of the estimated 8 million dollar interchange proposal on the grounds that it poses a direct economic threat to the jobs and financial security of the Bairs Truck Stop at the Belgrade interchange.

Sincerely,  
Mountain States Petroleum  
Bairs Truck Stops



Ray L. Havig  
President



Rec'D 10-1-92  
m-m

PUBLIC SCOPING MEETING, 27 AUGUST, 1992  
ENVIRONMENTAL ASSESSMENT (EA)  
BELGRADE INTERCHANGE - IR 90-6 (48) 298

Please write your comments or suggestions below concerning the proposed project. Your comments will provide valuable input for the preparation of the environmental assessment for the proposed project. Comments can be left at the meeting or can be mailed to:

Doug Morgan  
Consultant Design Engineer  
Montana Department of Transportation  
2701 Prospect Avenue,  
Helena, Montana 59620  
Telephone: (406) 444-6251

City of Belgrade  
88 North Broadway  
Belgrade, Montana 59714  
Telephone: 388-4994

We would appreciate receiving your comments by 28 September, 1992.

It looks like any alternative taken will widen the road and bring  
traffic closer to the residents & businesses who live adjacent to the  
interstate on the north side. It appears Prairie Dog Lane will be eliminated.  
As one of the residents who are adjacent to Prairie Dog Lane I feel it  
is essential to do adequate landscaping to provide some type of  
privacy and sound barrier. When we moved here we never realized  
that that road could be eliminated bringing <sup>heavy</sup> traffic to our boundary lines. We  
realize something must be done at the interchange but hope that our  
rights as homeowners will be thought of also. This will also be of  
benefit to the community as a whole to beautify the entry way to  
Belgrade. Boreman & self seems to place high priority on this.  
Please indicate your name, mailing address and affiliation on the lines below. Thank you  
for your interest in this project.

Name and Address: Rose Endeam  
205 W. Cascade Ave.  
Belgrade, mt  
59714

**RECEIVED**

SEP 28 1992

PUBLIC SCOPING MEETING, 27 AUGUST, 1992  
ENVIRONMENTAL ASSESSMENT (EA)  
BELGRADE INTERCHANGE - IR 90-6 (48) 298

**CITY OF BELGRADE**

Please write your comments or suggestions below concerning the proposed project. Your comments will provide valuable input for the preparation of the environmental assessment for the proposed project. Comments can be left at the meeting or can be mailed to:

Doug Morgan  
Consultant Design Engineer  
Montana Department of Transportation  
2701 Prospect Avenue,  
Helena, Montana 59620  
Telephone: (406) 444-6251

City of Belgrade  
88 North Broadway  
Belgrade, Montana 59714  
Telephone: 388-4994

We would appreciate receiving your comments by 28 September, 1992.

Assuming that Jackrabbit Lane is expanded to 5 lanes, I  
would propose using Alternative A with the following changes. Run  
Amsterdam road straight over the interstate so that it intersects with  
Jackrabbit Lane at Madison Ave, then move Alaska Rd south so that it  
intersects with Jackrabbit Lane near the Super 8 motel. Why do this? It  
removes the extra intersections from the interchange area which is a  
major problem and it causes the least impact to surrounding land, both  
Kamp Implevent and the racetrack could stay put. A traffic light or  
some other consideration may be required, but I think its worth a look.  
Good Luck and lets get started!!

Please indicate your name, mailing address and affiliation on the lines below. Thank you for your interest in this project.

Name and Address: Steve Vick

5875 Thorpe Rd

Belgrade, MT 59714 388-3353

My interest in this project is that I use the interchange  
every day.

REC'D 10-1-92  
M-M

PUBLIC SCOPING MEETING, 27 AUGUST, 1992  
ENVIRONMENTAL ASSESSMENT (EA)  
BELGRADE INTERCHANGE - IR 90-6 (48) 298

Please write your comments or suggestions below concerning the proposed project. Your comments will provide valuable input for the preparation of the environmental assessment for the proposed project. Comments can be left at the meeting or can be mailed to:

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88 North Broadway  
Belgrade, Montana 59714  
Telephone: 388-4994

We would appreciate receiving your comments by 28 September, 1992.

We think the cloverleaf design  
would be the best plan for the long-term  
growth, ~~the~~ safety, and movement of traffic.

We also would like to have Alaska Fr.  
Rd. paved for at least 1 mile (to the corner.) The  
road is always in terrible condition and the dust  
is a constant problem to the point of visibility  
restrictions and a potential health hazard - has  
a study been done as to airborne dust levels - ??  
It's bad!! (Must exceed EPA levels)

Please indicate your name, mailing address and affiliation on the lines below. Thank you for your interest in this project.

Name and Address:

John & Anni DeVries

540 Alaska Fr. Rd.

Belgrade MT 59714



PUBLIC SCOPING MEETING, 27 AUGUST, 1992  
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City of Belgrade  
88 North Broadway  
Belgrade, Montana 59714  
Telephone: 388-4994

We would appreciate receiving your comments by 28 September, 1992.

It appears that the most reasonable solution to interchange problem will be to widen the existing approaches and bridge structure. Any other alternative will be very costly, and time consuming.

Please indicate your name, mailing address and affiliation on the lines below. Thank you for your interest in this project.

Name and Address: Gone Cook - Seiper Motel of Belgrade  
6450 Jack Rabbit Canyon  
Belgrade mont.  
59714,



PUBLIC SCOPING MEETING, 07 JANUARY 1993  
EVALUATED ENVIRONMENTAL ASSESSMENT (EA)  
BELGRADE INTERCHANGE, IR 90-6(48)298

RECEIVED

FEB 8 1993

Please write your comments or suggestions below concerning the proposed project. Your comments will provide valuable input for the preparation of the environmental assessment for the proposed project. Comments can be left at the meeting or can be mailed to:

Doug Morgan, P.E.  
Consultant Design Engineer  
Montana Department of Transportation  
2701 Prospect Avenue, Helena, Montana 59620  
Telephone: (406) 444-6251

We would appreciate receiving your comments by 08 February 1993.

Our preference would be for Alternative C,  
with the eastbound off ramp located 3/4 mile  
west and using Amsterdam Road to approach  
the interchange.

We would also reiterate that Alaska Frontage  
Road must be paved all the way to the  
point where it turns south from the Interstate.  
This road is causing extremely dusty conditions  
during spring, summer and fall and hampers  
visibility on the Interstate.

Please indicate your name, address and affiliation on the lines below. Thank you for your interest in this project.

Name and Address: And. & John DeVries  
540 Alaska Fr. Rd  
Belgrade, MT 59714  
(406) 388-1479

(Please place additional comments on reverse side)

PUBLIC SCOPING MEETING, 07 JANUARY 1993  
EVALUATED ENVIRONMENTAL ASSESSMENT (EA)  
BELGRADE INTERCHANGE, IR 90-6(48)298

Please write your comments or suggestions below concerning the proposed project. Your comments will provide valuable input for the preparation of the environmental assessment for the proposed project. Comments can be left at the meeting or can be mailed to:

Doug Morgan, P.E.  
Consultant Design Engineer  
Montana Department of Transportation  
2701 Prospect Avenue, Helena, Montana 59620  
Telephone: (406) 444-6251

We would appreciate receiving your comments by 08 February 1993.

As residents who live in the immediate vicinity of the Belgrade Interchange, we are aware of the proposed changes and understand that any of the alternatives will expand Jackrabbit Lane 21 feet to the east of its present position. We are greatly concerned about the effect of this move closer to our homes and properties. Not only do we believe that this will negatively affect our property values, but it will also bring the noise and dirt of Jackrabbit Lane closer to us, and therefore affect the quality of our daily life. We request that the planning committee strongly consider expanding the bridge 21 feet WEST, instead of east of its position now. We understand that the ditch west of Jackrabbit Lane makes this a difficult problem but we believe that our rights

Please indicate your name, address and affiliation on the lines below. Thank you for your interest in this project.

Name and Address: Rose & Charles Endean  
205 W. Cascade Ave.  
Belgrade, MT 59714

(Please place additional comments on reverse side)

Comments (Cont): as home and property owners/residents should be taken  
into consideration. We believe that you should make every attempt to  
keep from moving the highway closer to those of us who must live  
daily with these permanent changes.

1. Rosie Emden 205 W. Cascade Ave Belgrade, mt.
2. John Two-Two 203 W. Cascade Ave. Belgrade, MT.
3. Kent Finner 202 W Cascade Ave Belgrade - MT
4. Charles Emden 205 W Cascade Ave Belgrade MT
5. Frank G. Linder 701 Dakota Belgrade - MT.
6. Clare Dymstra 706 Dakota Belgrade MT
7. Sue Best 705 Dakota Belgrade MT
8. William D. Johnson 805 DAKOTA ST. BELGRADE MT
9. Glenn Shearer 203 W. Rosebud Belgrade, MT
10. Jan Shearer 203 W Rosebud Belgrade, MT.
11. David B. Fredrick 204 W Cascade Belgrade MT
12. June Fredrick 204 W. Cascade Belgrade MT
13. Doug E Miller 801 Dakota Belgrade mt
14. Lore G. Miller 801 Dakota Belgrade MT

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